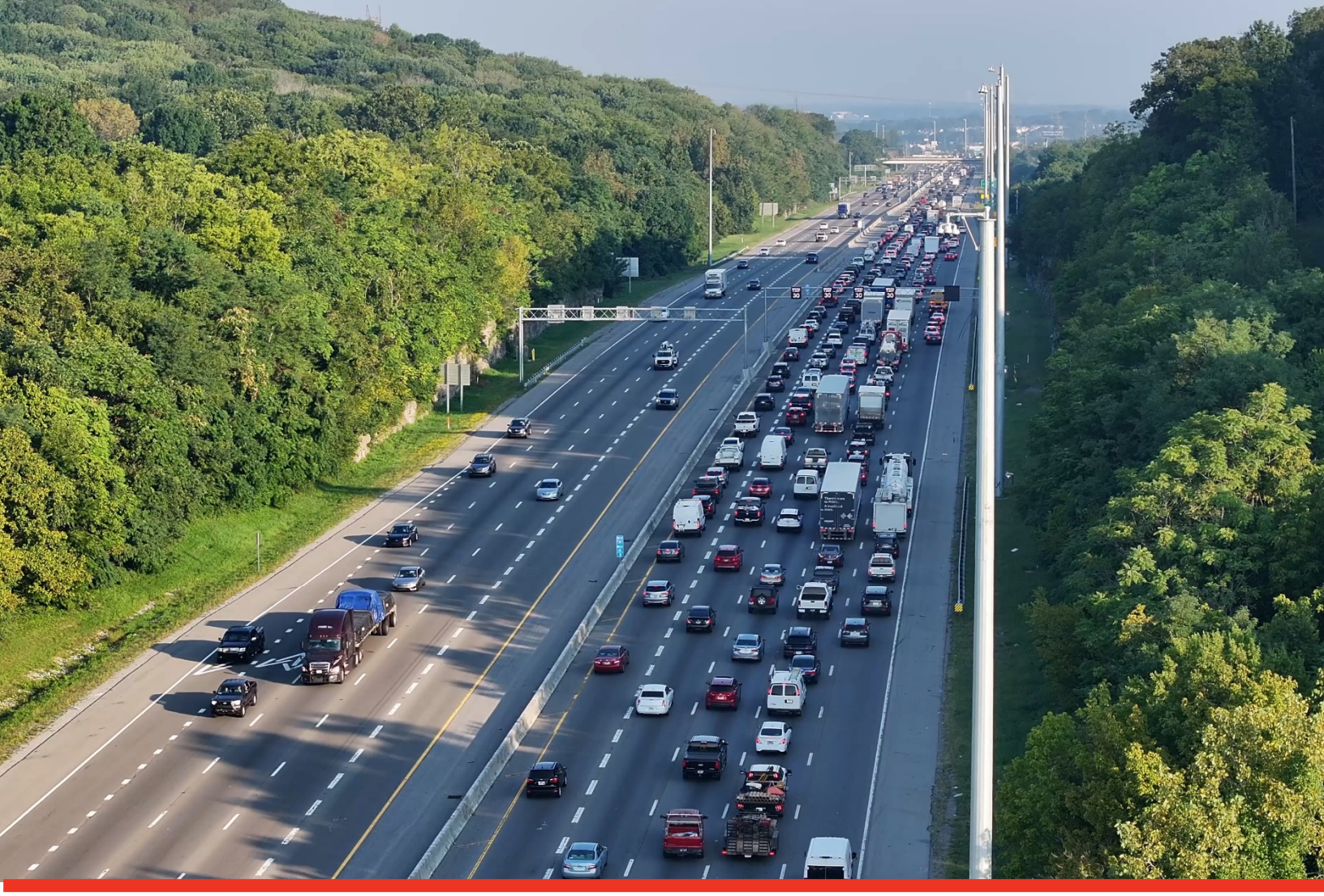


PUBLIC MEETING SUMMARY

I-24 SOUTHEAST CHOICE LANES PROJECT

November 2024

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

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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		Christopher Fuentes, Macy Miller	Karlene Barron	Joy Riley, Eric Saggars	DRAFT submittal
		---			DRAFT submittal review
1					DRAFT FINAL submittal
		---			*No review requirement*

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ACRONYMS AND ABBREVIATIONS

ACRONYM/ABBREVIATION	DEFINITION
EA	Environmental Assessment
EJ	Environmental Justice
ETSA	Environmental Technical Study Area
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
I-	Interstate
LEP	Limited English Proficiency
mph	miles per hour
NEPA	National Environmental Policy Act
P3	Public-Private Partnership
PIMA	Public Involvement Management Application
ROW	Right-of-Way
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

1. PROJECT OVERVIEW

1.1. Transportation Modernization Act

In early 2023, Governor Bill Lee signed the Transportation Modernization Act (TMA) into law providing the state of Tennessee with $3 billion in transportation revenue and authorizing the development and operation of user-fee facility projects (Choice Lanes) to address traffic congestion across the state. The TMA allows the Tennessee Department of Transportation (TDOT) to expand its alternative project delivery methods, including the utilization of **Public-Private Partnerships (P3s)** and Choice Lanes to deliver its urban congestion reduction improvement projects.

Public-Private Partnerships (P3s) are partnerships formed between public entities like TDOT and private companies, allowing Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Private-sector partners would design, build, finance, operate and maintain Choice Lanes projects. P3s allow for shared risks, accelerated project delivery, provide access to additional capital, enable a longer-term view of asset management and can reduce public cost. Any debt from Choice Lanes projects could be privately financed without obligations to the state.

Choice Lanes are priced managed lanes that use pricing to proactively manage demand and provide travel time reliability. Choice Lanes allow motorists to maintain consistent travel speeds even when the adjacent existing lanes are congested. Choice Lanes are new lanes and typically operate at around 45 miles per hour (mph) during rush hours.

The additional state funding provided through the TMA expands TDOT's federal dollar capabilities and accelerates urban congestion projects, including Choice Lanes. TDOT's 10-Year Project Plan identified the Interstate 24 (I-24) corridor southeast of Nashville between I-40 and I-840 as a priority urban congestion relief project to deliver as Tennessee's first Choice Lanes project. The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee.

1.2. Project Overview

The proposed I-24 Southeast Choice Lanes project would improve travel time reliability and regional connectivity issues along approximately 26 miles of I-24 between I-40 near Downtown Nashville and I-840 near Murfreesboro. The proposed project would address unreliable trip times for commuters, including those commuting via passenger vehicles or transit, and regional connectivity. Specifically, considering financial constraints, the project

seeks to leverage the user fee financing mechanisms provided by the TMA. The proposed project would not only bolster connectivity between Nashville and Murfreesboro but would also amplify access to employment areas, healthcare services, educational facilities and a spectrum of regional resources that extend beyond the proposed project corridor. The proposed Choice Lanes would involve a contract with a private-sector partner to design, build, finance, operate and maintain the new, optional lanes through a P3. The project study area includes 26 miles of interstate segments:

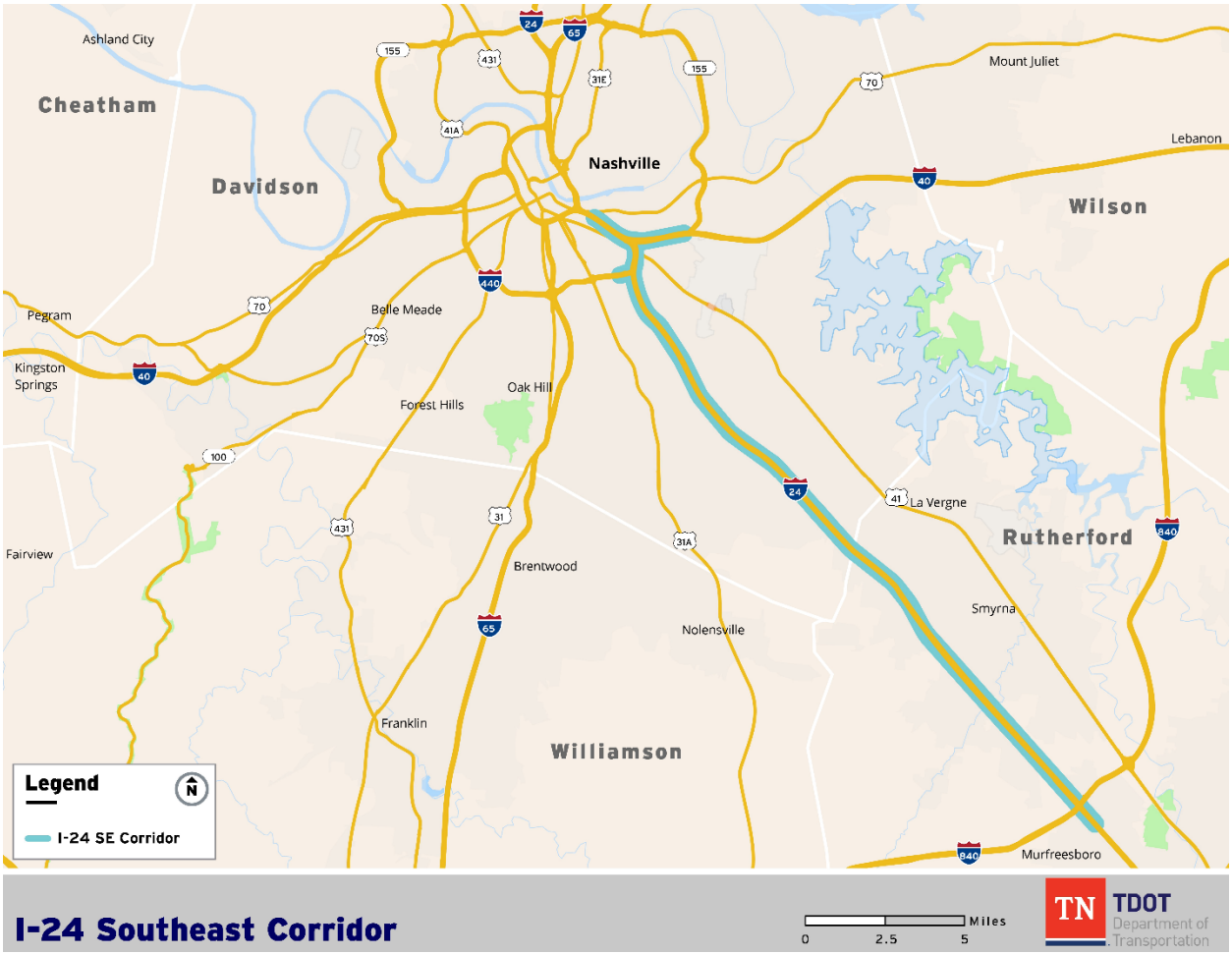
- I-40, from the Browns Creek to Briley Parkway
- I-24, from I-40 to I-840 (south of Downtown Nashville)

TDOT is advancing the proposed I-24 Southeast Choice Lanes project by initiating surveys and field studies as part of the National Environmental Policy Act (NEPA) development process. The final study area complies with the TDOT Environmental Technical Study Areas (ETSA) Guidance. An ETSA is developed for a project to document natural, cultural and community resources within a broader study area than the immediate project footprint. By documenting all resources within this broader area TDOT staff can better plan for and potentially mitigate any impacts to these resources as projects progress. The ETSA Guidance for interstate widening projects requires the boundary be set a minimum of 50 feet past the proposed Right-of-Way (ROW) line, or proposed slope lines, whichever is greater.

The initial planning included the development and screening of a preliminary range of choice lane alternatives which were refined to reach a set of Reasonable Alternatives. The Reasonable Alternatives for the I-24 Southeast corridor will be advanced through the NEPA process.

The following project location map provides a visual overview of the proposed I-24 Southeast Choice Lanes project identified in the TDOT 10-Year Project Plan published on December 18, 2023, which has committed funding.

Figure 1-1: Project Location Map



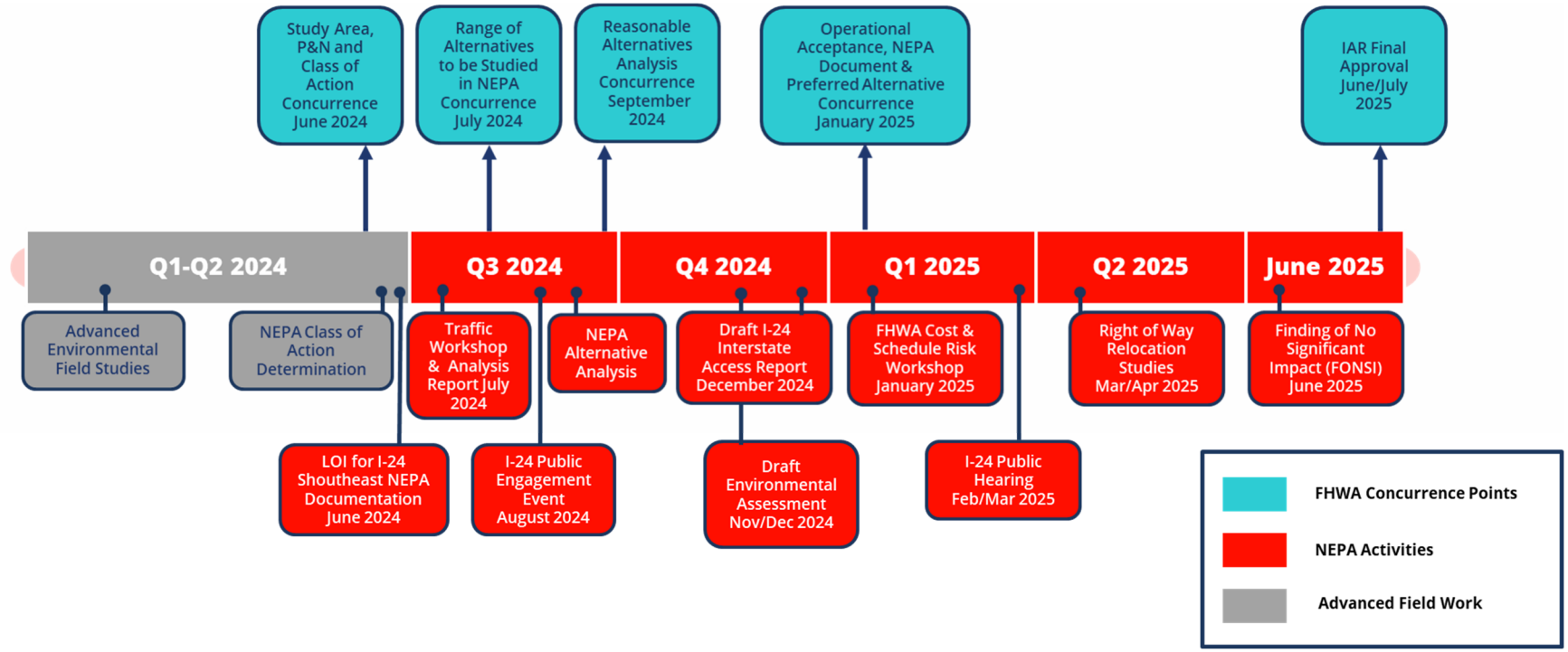
This figure depicts the project study area which comprises 26 miles of improvements associated with the project including mainline improvements on I-24 from the system-to-system interchange of I-24 and I-40 near downtown Nashville to the system-to-system interchange of I-24 and I-840 near Murfreesboro. The project study area also includes improvements on I-40 associated with the system-to-system interchange improvements at I-24 and I-40 and includes improvements on I-440 associated with the interchange improvements at the I-24 at I-440 system-to-system interchange.

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1.2.1. Anticipated I-24 Southeast Project Development Schedule

Figure 1-2 presents high-level details of the anticipated schedule for I-24 Southeast Choice Lanes.

Figure 1-2: I-24 Southeast Choice Lanes Project Schedule



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2. STAKEHOLDER MEETING

Prior to the comment period, the Project Team hosted a virtual stakeholder meeting on Wednesday, August 7, 2024, at 9 a.m. More than 254 stakeholders were sent an invitation and a stakeholder toolkit to promote the Project to their own networks. 50 stakeholders and agency representatives logged in for the Microsoft Teams call and Executive Director of Public-Private Partnerships Bryan Ledford and Public-Private Partnerships Communications Officer Rebekah Hammonds gave a PowerPoint Presentation and answered questions submitted through the chat feature. A follow-up email was sent to all stakeholders with a copy of the presentation and an updated stakeholder toolkit with more information about the public meetings. Additional details regarding the stakeholder meeting and corresponding outreach can be referenced in **Appendix A**.

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3. PUBLIC MEETINGS

The Project Team held four public meetings during the comment period. The first was held virtually on August 14, 2024, followed by three in-person meetings at the following locations: on August 21, 2024, at the Smyrna Event Center, located at 100 Sam Ridley Parkway East, Smyrna, TN 37167; on August 28, 2024, at the Fairgrounds Nashville located at 405 Wingrove Street, Nashville, TN 37203; and on August 29, 2024, at the Southeast Community Center located at 5260 Hickory Hollow Parkway #202, Antioch, TN 37013.

The virtual public meeting consisted of a formal presentation by Bryan Ledford and Rebekah Hammonds, followed by a Q&A session. Questions were submitted by attendees through the Podium feature in the virtual meeting software. The virtual meeting was recorded on YouTube and uploaded to the Project website.

The in-person public meetings utilized an open-house format that allowed the public to engage with the Project Team at various stations.

The project information was also made available online, on the project website and in a virtual meeting room that resembles the layout of an in-person public meeting. The public could provide feedback through TDOT's website or the virtual meeting room from August 14, 2024, through September 19, 2024.

In each in-person public meeting location, attendees signed in (**Appendix B**) upon entering the public meeting room and were given a Project fact sheet that included Project information and FAQ, as well as information on the various information stations set up around the room. A detailed photo collection of the public meeting series can be found in **Appendix C**.

The stations included the following information on exhibit boards or as videos:

- Project Location Map
- Public-Private Partnerships (P3) and Funding Overview
- Project Fact Sheet
- Project Overview Video
- Draft Purpose and Need
- Project Schedule
- Typical Sections
- Potential Access Points
- Roll Plot Displays of Concept Alternatives 1 and 2
- Choice Lanes Visualization Video
- Existing Traffic Conditions
- Future Traffic Conditions with Alternatives
- NEPA Process Overview
- NEPA Alternatives Analysis and Screening

- Noise Evaluation Process
- Visual Impacts Assessment
- Environmental Justice and Choice Lanes
- TDOT Right-of-Way (ROW) Acquisition Process
- Benefits for Transit in the Choice Lanes
- Public Comment Cards and Instructions

The pre-recorded Project Video station provided a brief history and overview of the proposed Project. A comment station was set up for attendees to leave a comment either by using an iPad to access the Project's Public Involvement Management Application (PIMA), giving verbal feedback which was recorded by a court reporter, or by filling out a physical comment form. The Public Meeting materials will remain on the TDOT Project website, however, the comment period to submit comments for inclusion in the public meeting summary ended September 19, 2024.

Efforts to involve and obtain feedback from Environmental Justice (EJ) communities and the public included (**Appendix D** and **Appendix E**):

Legal Advertisements

- **The Tennessean:** Ran on July 31, August 14 and August 21, 2024.
- **The Nashville Ledger:** Ran on August 2, August 16 and August 23, 2024
- **The Daily News Journal:** Ran on July 31, August 7, August 14 and August 22, 2024
- **The Murfreesboro Post:** Ran on July 31, August 13 and 20, 2024.

Public Service Announcements

- **AudioGo:** Distributed to local iHeartRadio stations and streaming platforms such as Pandora, Amazon and more, reaching 127,837 unique listeners between August 13 and August 29, 2024.

Email Outreach

- **Four e-newsletters:** Sent via PIMA to approximately 400 email addresses, targeting the following stakeholder groups: Community Stakeholders, First Responders, Environmental Groups, Business and Economic Organizations, Partner and Environmental Agencies, Elected Officials and the General Public.

Flyers

- **Hand-delivered to 13 establishments** along the I-24 Southeast corridor, including community centers, libraries and grocery stores, and resulted in 85 QR code scans to visit the Project website.

Direct Mail

- **Postcards:** were mailed to 11,369 residences across six zip codes using EveryDoor Direct Mail on August 7, 2024.

Billboard Advertisements

- **Four billboards**: Placed in Nashville, TN near the Project area throughout August to encourage public meeting attendance.

Television Ads

- Ran on Mondays and Tuesdays between August 12 and August 27, 2024, at the following times:
  - 6 a.m. – News4
  - 8 a.m. – Fox17
  - 5 p.m. – NC5
  - 6 p.m. – News4, News2
  - 10 p.m. – NC5, News2, News4

Text Messages

- Sent to 43 subscribers who opted in to receive Project updates, reminding them to attend the public meetings and share feedback about the proposed Project.

Social Media Outreach

- Extensive social media outreach via organic and paid social media ads (utilizing TDOT social media channels and Google Display Ads) was conducted throughout the public involvement period. See **Table 1** for analytics.

Community Event Booths

The Project Team hosted multiple vendor booths at community events leading up to the public meetings to share Project information and promote the public meetings, including:

- Let Freedom Sing Fourth of July Celebration – July 4, 2024
- Southeast Community Day – July 27, 2024
- Plaza Mariachi Back-to-School Event - July 27, 2024
- Nashville Sounds Game – August 10, 2024
- La Vergne Fall Festival – September 14, 2024
- Salahadeen Center Friday Service – September 20, 2024
- La Vergne Night out – October 1, 2024

Media Outreach

- **Press Release** sent July 26, 2024.
- **Media Day:** Held on August 13, 2024, for media outlets to preview Project materials and ask questions. NewsChannel 5, Nashville Business Journal, Fox 17 News, WKRN News and WSMV News4 attended.

The following information and links are available on the TDOT Project website:

- Virtual Public Meeting Room (only available during the comment period)
- Project Overview Introduction

- Choice Lanes Visualization Video
- Current Status
- Funding Type
- History and Background
- Public Involvement and Engagement Information
  - Public Meeting Dates, Locations and Times
  - Recording of the virtual public meeting held on August 14, 2024.
  - Public Meeting Exhibits
  - PIMA Link for online comments (only available during the comment period)
- Public Involvement Resources
  - TDOT Public Involvement Plan
  - TDOT Policy on Highway Noise Abatement
  - Information on Environmental Justice
- Project Newsletters
- What Are Choice Lanes video series
- Project Materials
  - Project Fact Sheet
  - Transit Benefits
  - Choice Lanes FAQ
  - TDOT's 10-Year Project Plan
  - Transportation Modernization Act

Information linked on the TDOT Project Website is included in **Appendix F**, except for the TDOT Public Involvement Plan, Environmental Justice Information, TDOT's 10-Year Project Plan and Transportation Modernization Act, which are hyperlinked in this summary.

Table 3-1 describes the results of the participation at the public meetings, throughout the comment period, and social media analytics to date. Social media content can be further reviewed in **Appendix G**.

Table 3-1: Public Participation and Engagement

Public Participation	
Type of Public Participation	**Totals (Views/Attendance)**
I-24 Southeast Choice Lanes Webpage Views (August 14-September 19)	**11,739**
Virtual Public Meeting Room (on project website)	**180 visitors**
Project Video Views	**112 views**
Choice Lanes Visualization	**584 views**
Virtual Public Meeting attendance	**534 attendees (266 live and 268 on-demand)**

Public Participation	
Type of Public Participation	**Totals (Views/Attendance)**
Southeast Community Center Public Meeting attendance	**40 attendees**
Fairgrounds Nashville attendance	**33 attendees**
Smyrna Community Center attendance	**82 attendees**
In-Person Comments Received (Hard Copy)	**18**
Online/PIMA Direct Entry Comments Received	**110**
Mailed Comments Received	**0**
Emailed Comments Received	**19**
Phone Comments Received	**5**
Court Reporter - Smyrna Community Center	**4**
Court Reporter – Fairgrounds Nashville	**4**
QR Code Scans per Outreach Document	
Document	**Total QR Scans**
I-24 SE CL Alternative 2	**11**
I-24 SE CL Alternative 1	**26**
I-24 Public Comment Form	**37**
Visual Impacts Survey	**13**
Congestion Studies	**6**
TV Spots	**32**
Social Media Impressions and Measured Engagement* (Organic Posts)**	
Social Media Platform	**Totals**
X Total Impressions	**14,542**
X Total Engagement	**119**
Instagram – Total Impressions	**4,843**
Instagram – Total Engagement	**155**
LinkedIn – Total Impressions	**21,959**
LinkedIn – Total Engagement	**11,102**
Facebook – Total Impressions	**20,992**
Facebook – Total Engagement	**1,280**

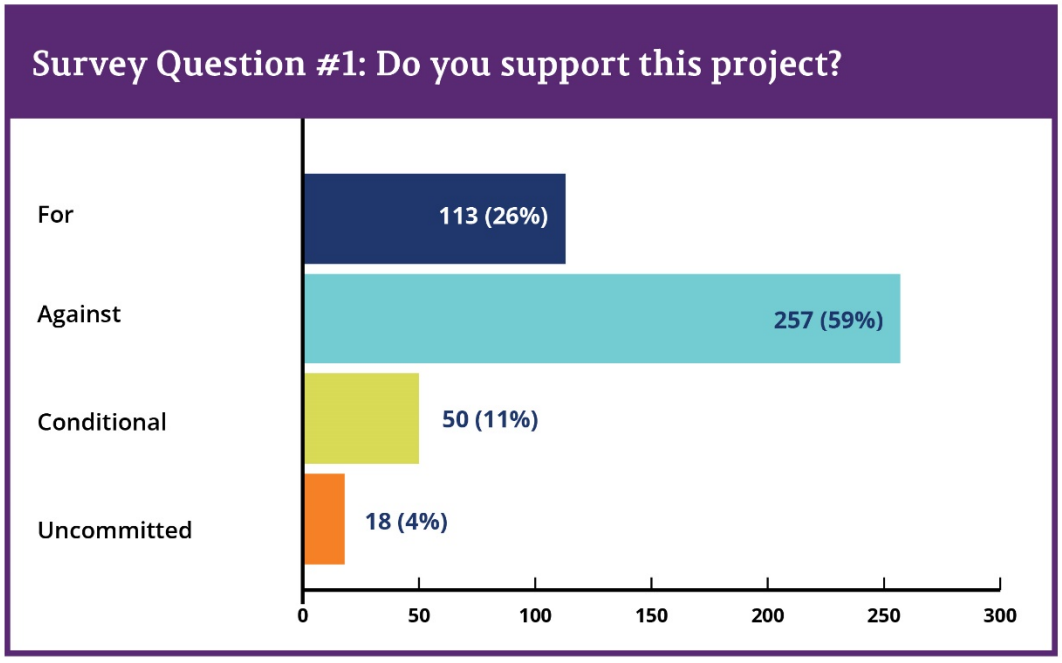
Social Media Impressions and Measured Engagement* (Paid Posts)***	
Social Media Platform	**Totals**
Instagram and Facebook – Total Impressions	**86,413**
Instagram and Facebook – Total Engagement	**2,770**
X Total Impressions	**141,855**
X Total Engagement	**1,742**

4. PUBLIC COMMENT RESPONSES AND SURVEY RESULTS

The public comment period opened on August 14, 2024, and ended on September 19, 2024. Comments received at the public meetings and throughout the public comment period (**Appendix H**) were managed using PIMA. These comments appear in the Comment/Response Matrix verbatim in **Appendix I** as received from the commenters and include responses from TDOT. The sequencing of the comments is in the order the questions were asked on the survey.

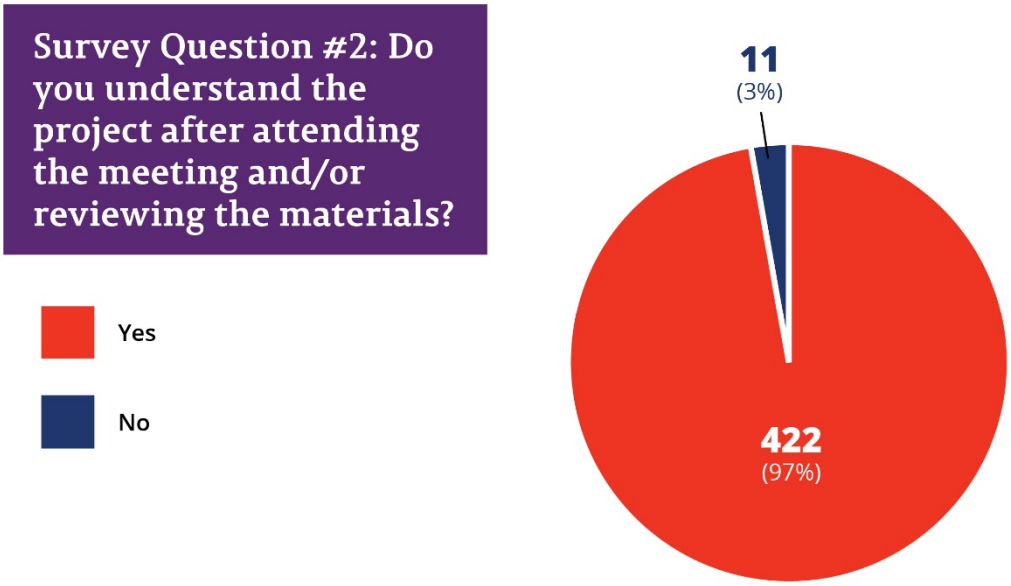
Survey results are available from 440 respondents who took the survey along with submitting their public comment. The survey shows support from respondents of 26 percent, with 59 percent against, 11 percent conditional and 4 percent uncommitted (see **Figure 4-1**). The feedback from the 50 who selected 'conditional' reflected skepticism of the Choice Lanes' long-term efficacy, concern over privatization and equity and a desire for more public transit considerations.

Figure 4-1: Do You Support This Project?



This data comes with 97 percent of respondents reporting that they understand the proposed Project after attending the Public Meeting and/or reviewing the materials, as shown in **Figure 4-2**.

Figure 4-2: Do You Understand the Project After Attending the Meeting and/or Reviewing the Materials?



Respondents were also asked what reasons they had for using the I-24 Southeast corridor. The results, presented in **Figure 4-3**, show most respondents use the corridor for recreation (33 percent) and for traveling to and from work (31 percent) and only 2 percent of comments were given by non-users. **Figure 4-4** shows most respondents (76 percent) indicated they utilize their personal vehicle when driving the corridor.

Figure 4-3: Why Do You Currently Use I-24 Southeast?

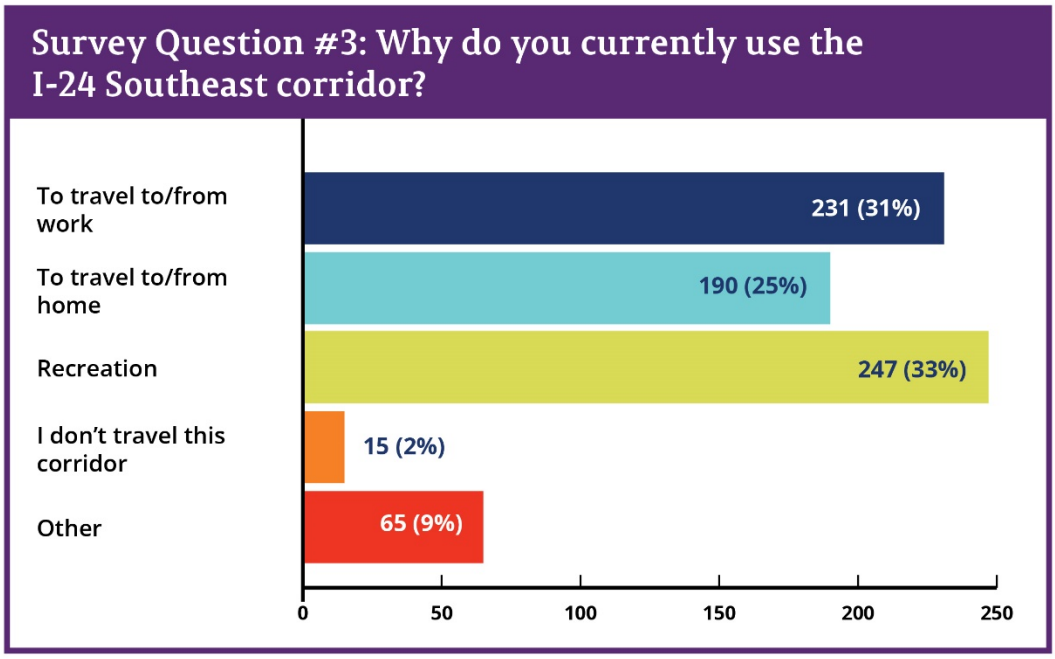
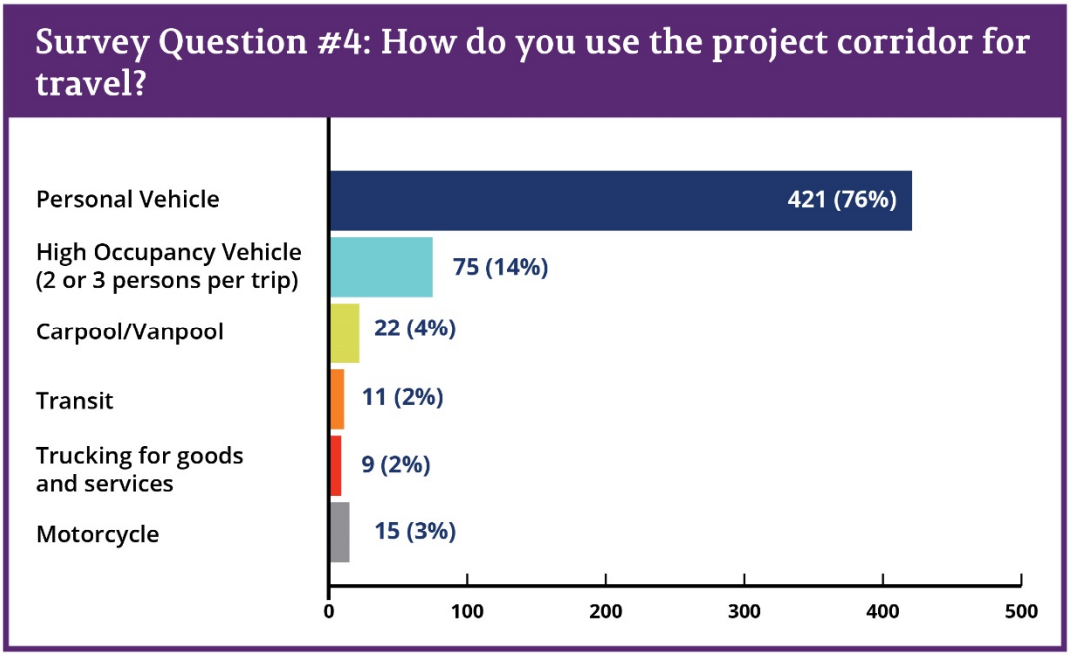
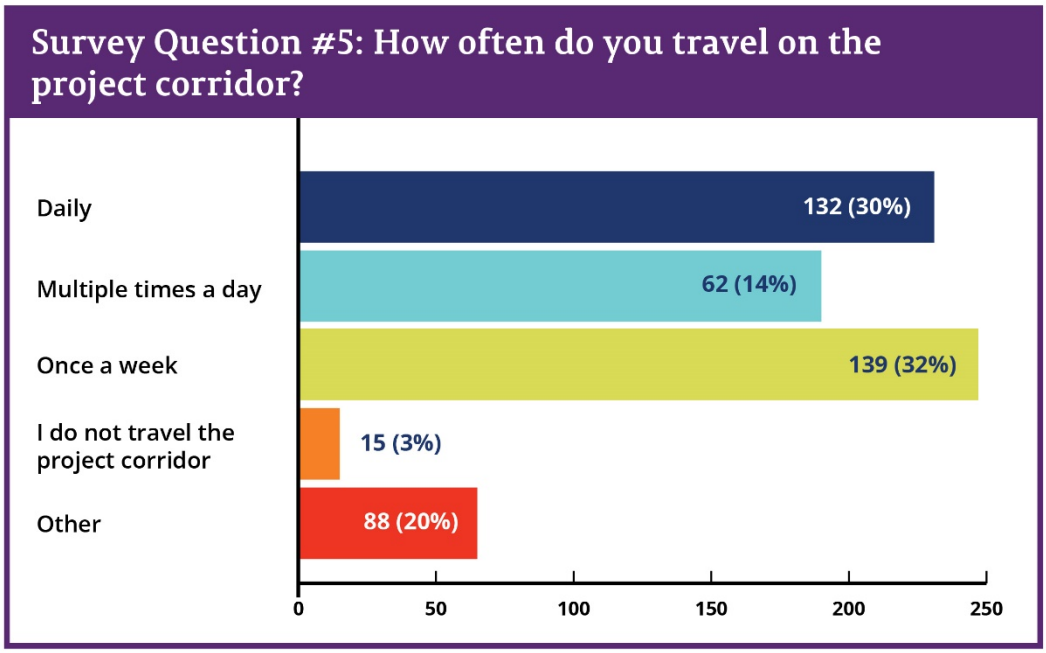


Figure 4-4: How Do You Use the Project Corridor for Travel?



Respondents indicated that they travel the corridor frequently, with 76 percent of respondents indicating they use it *at least* once a week, and 30 percent indicating they travel the corridor daily. There were 15 respondents that indicated they do not travel the project corridor.

Figure 4-5: How Often Do You Travel on the Project Corridor?



The majority of respondents (96%) indicated that they are familiar with Choice Lanes and nearly half of respondents have used a facility similar to Choice Lanes in another state. The states they listed include Georgia, Florida, Texas, Illinois, Virginia, California, New Jersey, New York, Colorado and Washington.

Figure 4-6: Are You Familiar with Choice Lanes?

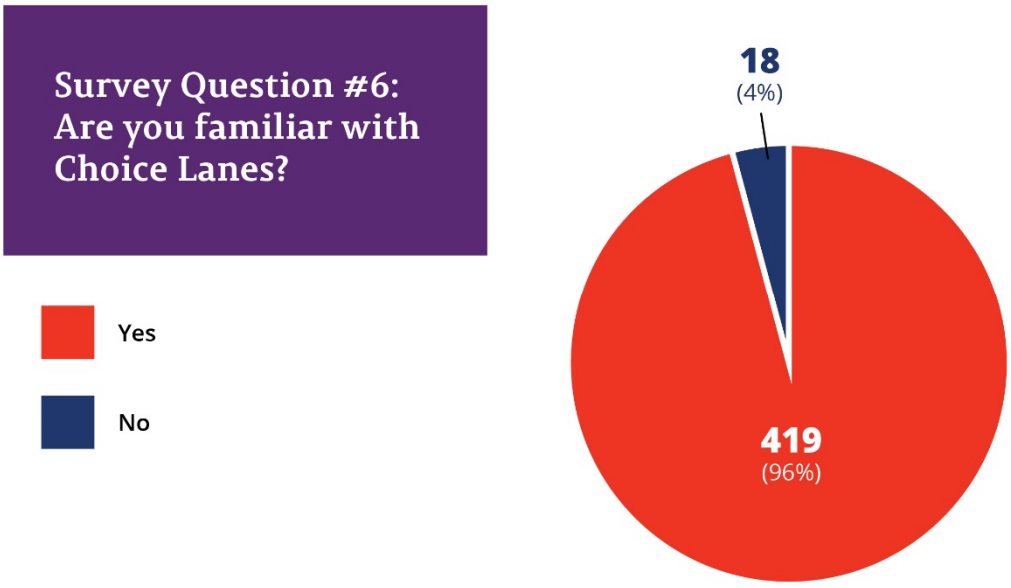
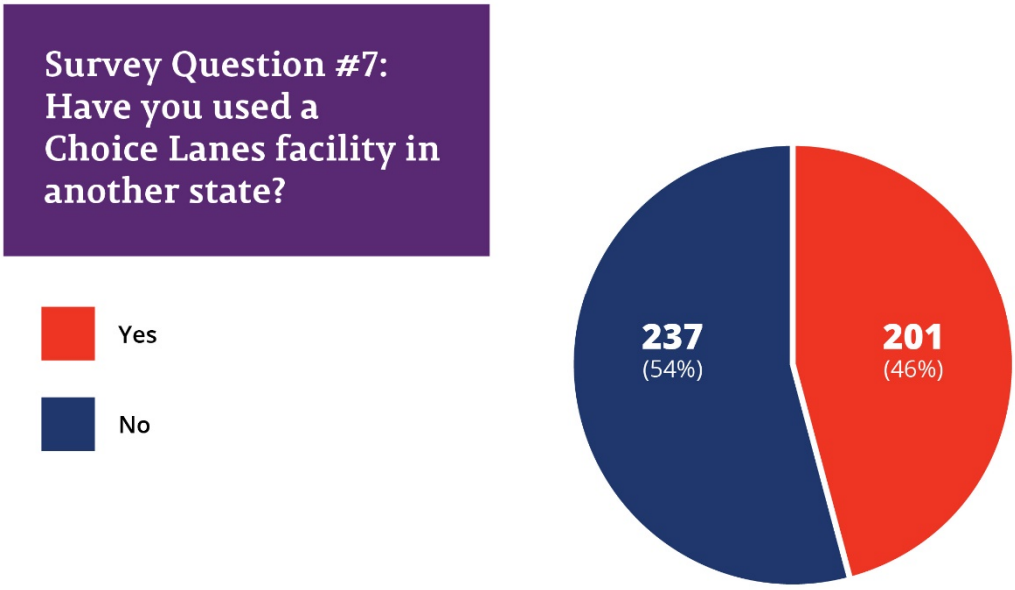
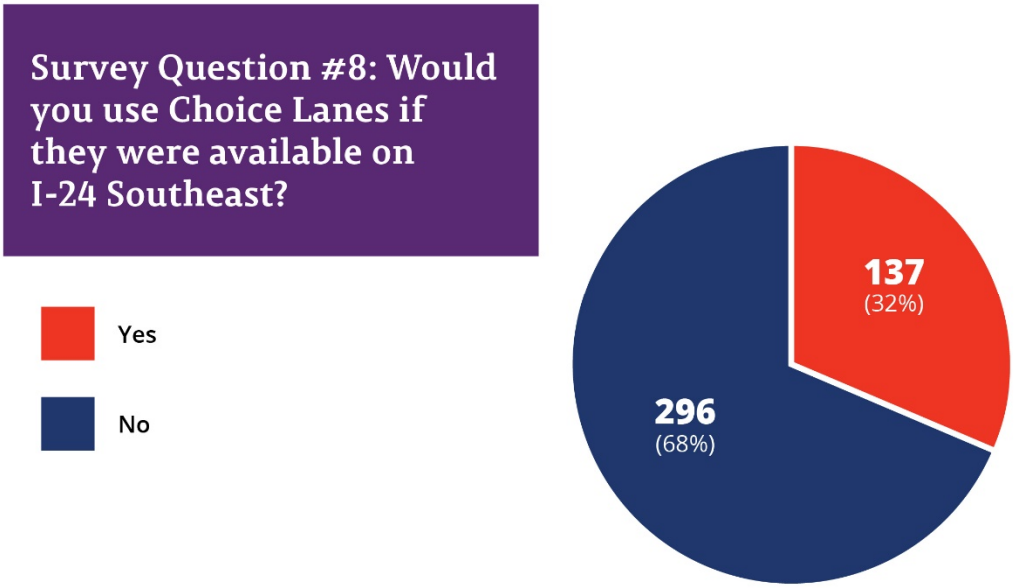


Figure 4-7: Have You Used Choice Lanes Facilities in Another State?



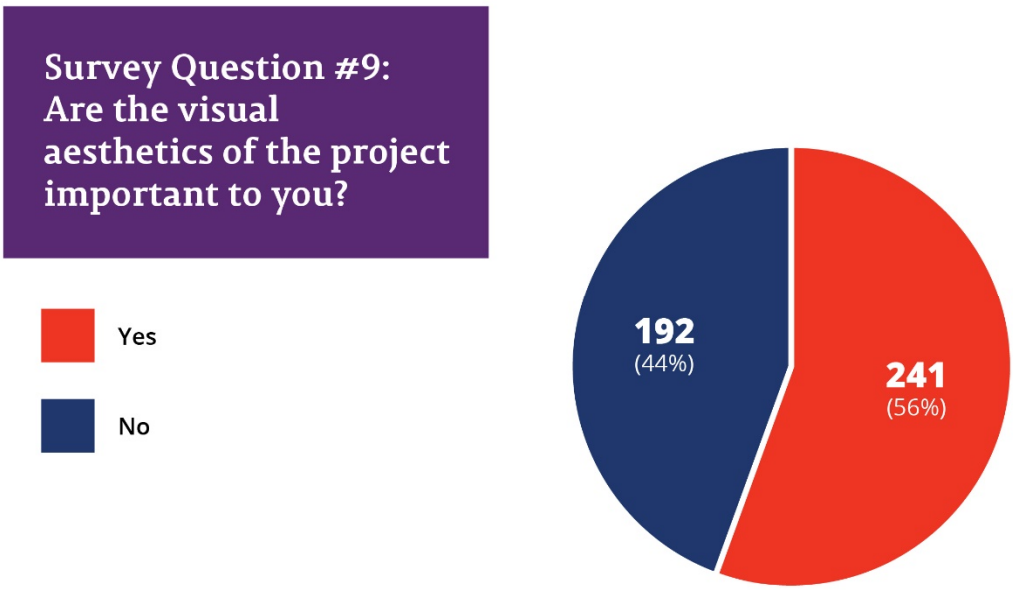
More than 30 percent of respondents indicated they would use Choice Lanes on I-24 Southeast if they were available (see **Figure 4-8**).

Figure 4-8: Would You Use Choice Lanes if They Were Available on I-24 Southeast?



Survey responses show the importance of the visual aesthetics of the project to the public, with 56 percent of respondents stating they are (See **Figure 4-9**). A separate visual impacts survey was provided to the public and results can be reviewed in **Section 5.**

Figure 4-9: Are the Visual Aesthetics of the Project Important to You?



Of the 512 public comments received, the primary topics and questions were categorized as follows:

- **Design**: Respondents were concerned about the proposed Project's impact on existing road structures and traffic flow, the layout of ramps, interchanges and access points. They expressed concern that the proposed Project could lead to increased congestion and safety issues. There is also apprehension about how the limited space will accommodate the proposed lane expansions and new roadway elements.
- **Public-Private Partnership**: Some comments expressed distrust about the involvement of private companies in the proposed Project, questioning whether public interests will be properly safeguarded. Concerns included the potential for higher costs and less transparency in decision-making, with some believing that private sector involvement might prioritize profits over the needs of local residents and taxpayers.
- **Fair Implementation of User Fees**: Many respondents expressed concern that the tolling structure may not be fair or accessible to all users, or that the proposed user fees could exclude those who cannot afford them, effectively creating a road system that only benefits wealthier drivers. There are fears that this could lead to an inequitable use of public road space.

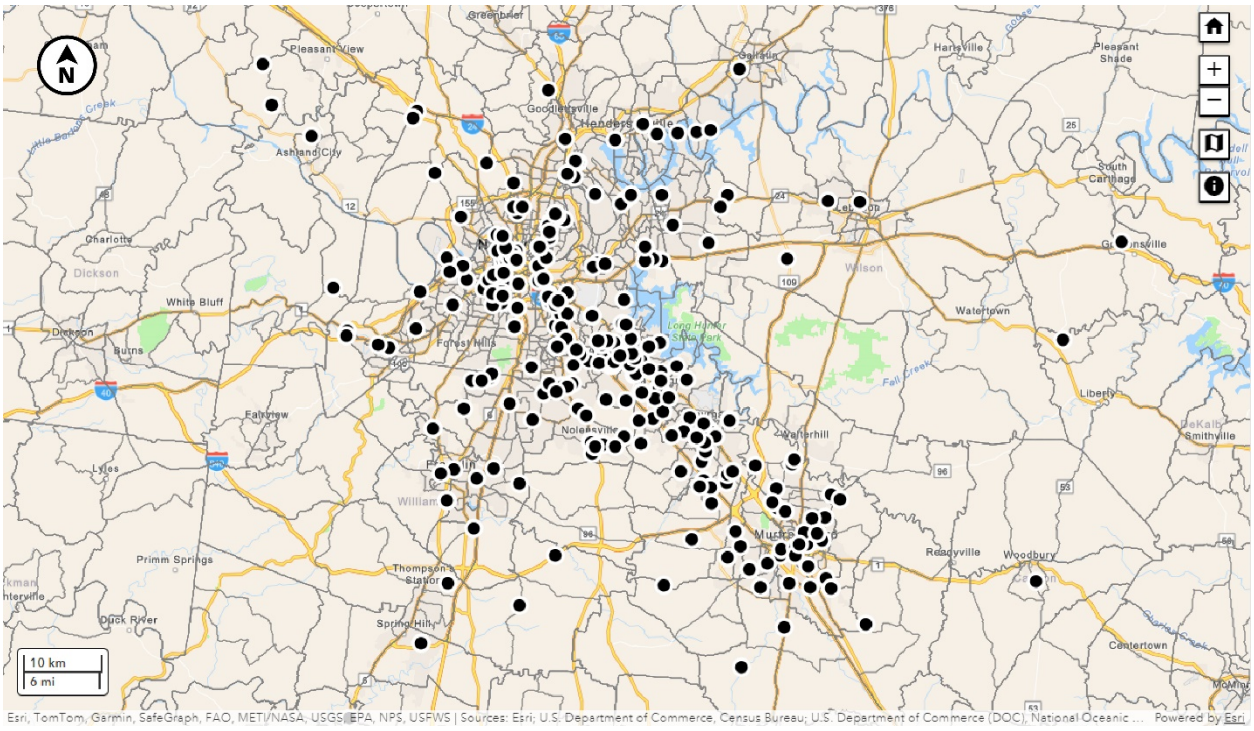
- **Interest in Public Transit**: Several respondents expressed a strong preference for expanding public transit options rather than adding new lanes. These comments expressed an interest in public investments in alternatives like buses or rail systems, which they believe would offer more sustainable and long-term solutions to traffic problems while serving a broader range of the population.
- **Construction-Related Traffic/Disruptions**: Respondents had questions about the disruption that construction could bring, particularly the impact on daily commutes and local businesses due to lane closures, detours and increased congestion. There are concerns about how long the construction might last and its effect on the quality of life in nearby neighborhoods.
- **Enforcement of User Fees, Management System and Privacy**: Comments reflected concerns about how tolls will be enforced, especially with the use of cameras and other surveillance technologies. Some respondents were concerned about privacy implications and the possibility of errors or unfair enforcement practices, with questions about the transparency and fairness of the enforcement and invoicing systems.
- **Impacts to Local Environment and Neighborhoods**: Some respondents express concerns about environmental impacts, such as air and water quality and the disruption of natural areas. There were also concerns about the impact on residential neighborhoods and local businesses, with some concern that the proposed Project could lead to reduced property values, economic harm or loss of community character.

The Project Team used available geographic data to measure the outreach to EJ communities within the proposed Project area. Using U.S. Census tract and block group data, several trends among respondents were notable:

- 20 percent of respondents live in areas with a high minority population density, with the minority group most represented in these neighborhoods being Black or African American.
- 7 percent of respondents live in areas with a high density of people with disabilities who may rely more on public transportation.
- 6.7 percent of respondents live in neighborhoods with limited internet access.
- 4.3 percent live in Limited English Proficiency (LEP) neighborhoods, with the language spoken at home most represented in these neighborhoods being Spanish.

As **Figure 4-10** shows, survey respondents represented a wide cross-section of the Nashville, Tennessee, and Murfreesboro, Tennessee, areas.

Figure 4-10: Map of Public Comment Respondent Locations in Project Area



The map indicates the addresses users provided in the Public Involvement Management App when they took the Project survey or left a comment. There were also users that took the survey that shared addresses outside of the project area.

Overall, the survey results demonstrate a high level of understanding of the proposed Project and provide the Project Team with areas to focus on. By addressing the feedback and concerns, the Project Team have a great opportunity to increase support and build a stronger, more informed community. The Project Team will continue outreach efforts to address concerns with local communities.

5. VISUAL PREFERENCES SURVEY

The Project Team surveyed the public about general visual preferences for the I-24 Southeast Choice Lanes project during the public comment period. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

The electronic survey was promoted through paid and organic social media, text messaging and e-newsletters, and a paper survey was made available at community events and the in-person public meetings.

TDOT received 55 completed surveys. All respondents indicated they travel the I-24 Southeast corridor regularly for either work, school or leisure, with most selecting 'various reasons.'

Figure 5-1: Do You Travel on the I-24 Southeast Corridor Regularly?

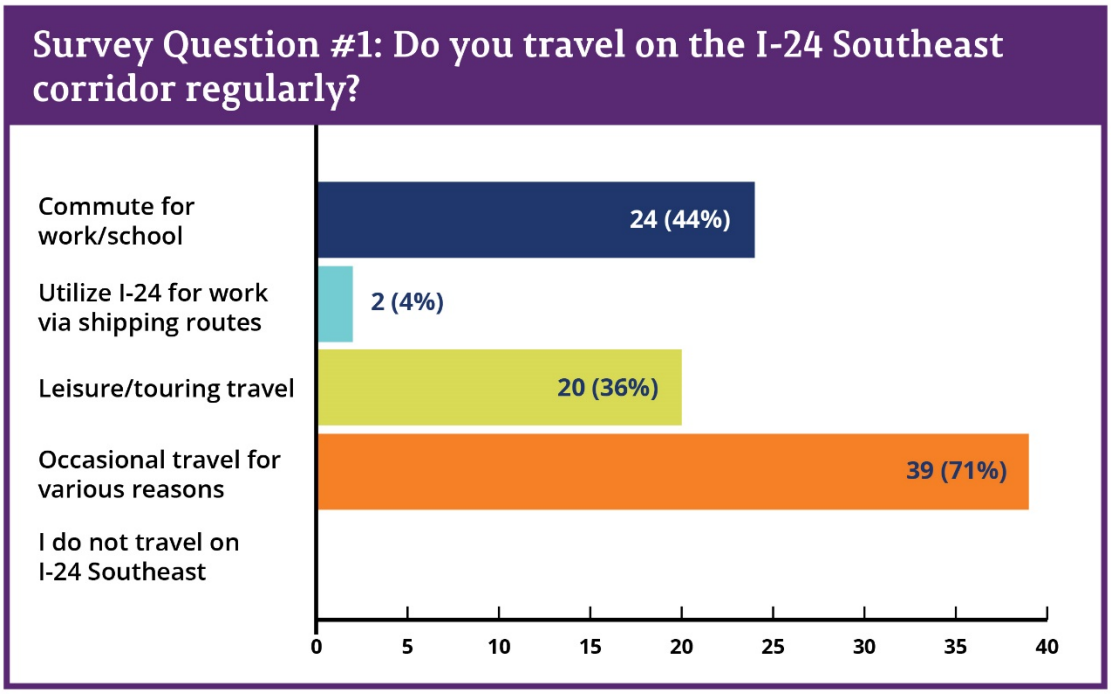
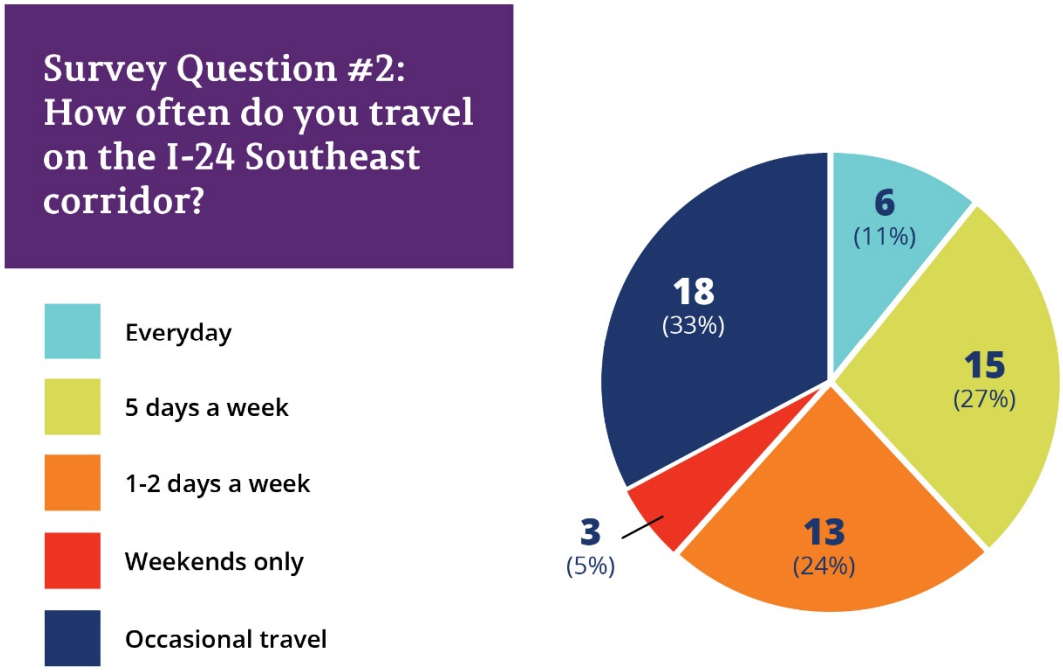
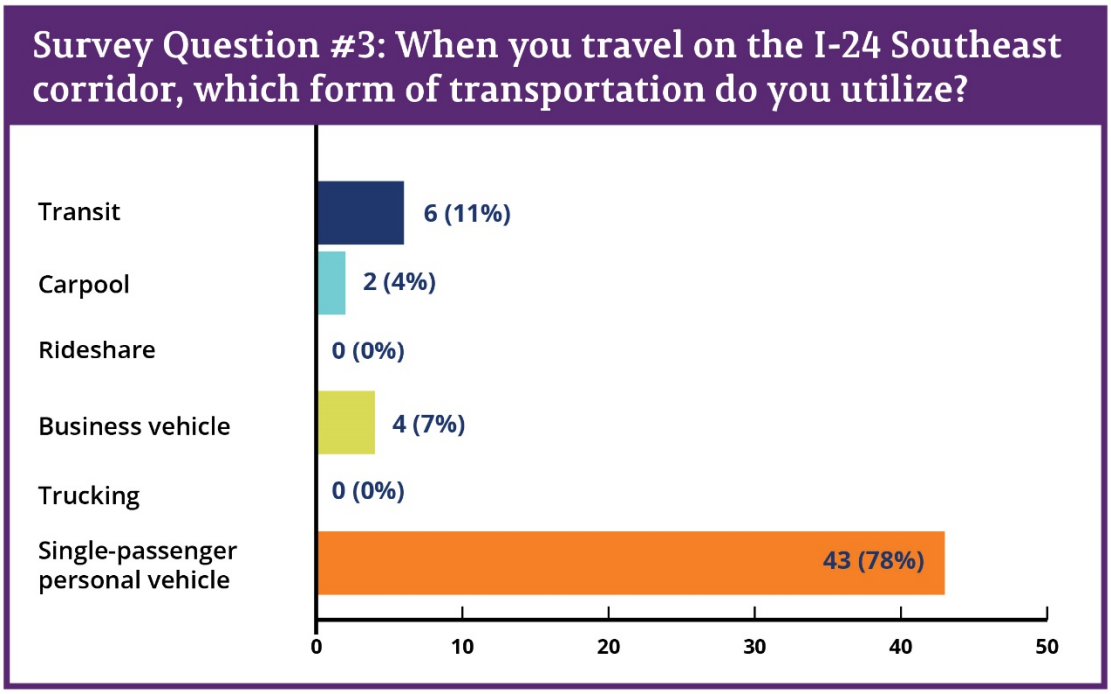


Figure 5-2: How Often Do You Travel on the I-24 Southeast Corridor?



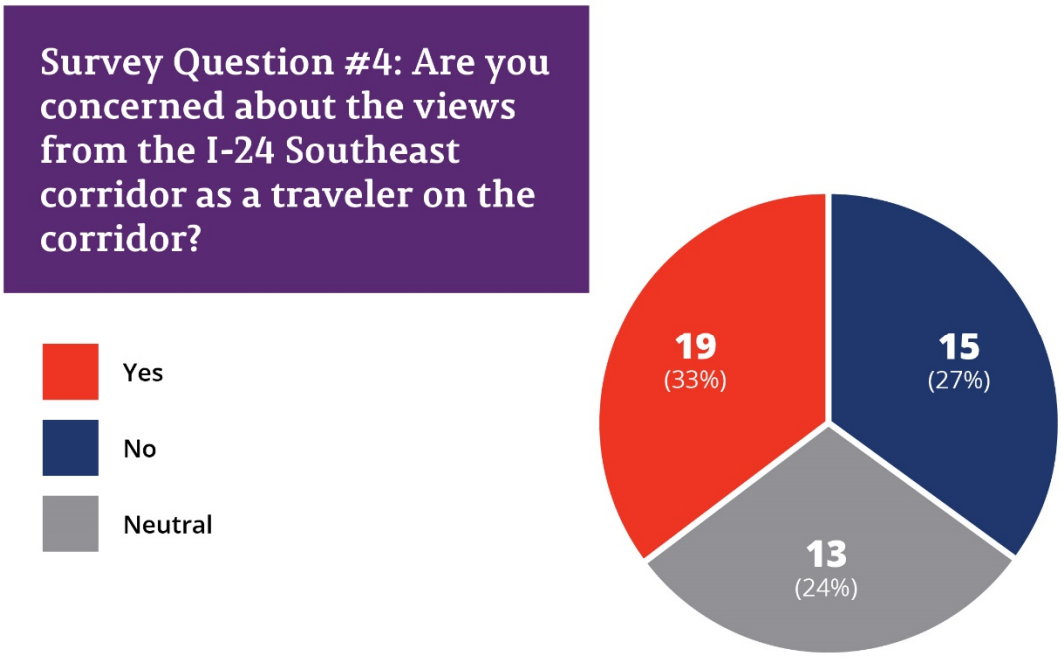
Nearly 62 percent of respondents travel the corridor at least five days per week.

Figure 5-3: When You Travel on the I-24 Southeast Corridor, Which Form of Transportation Do You Utilize?



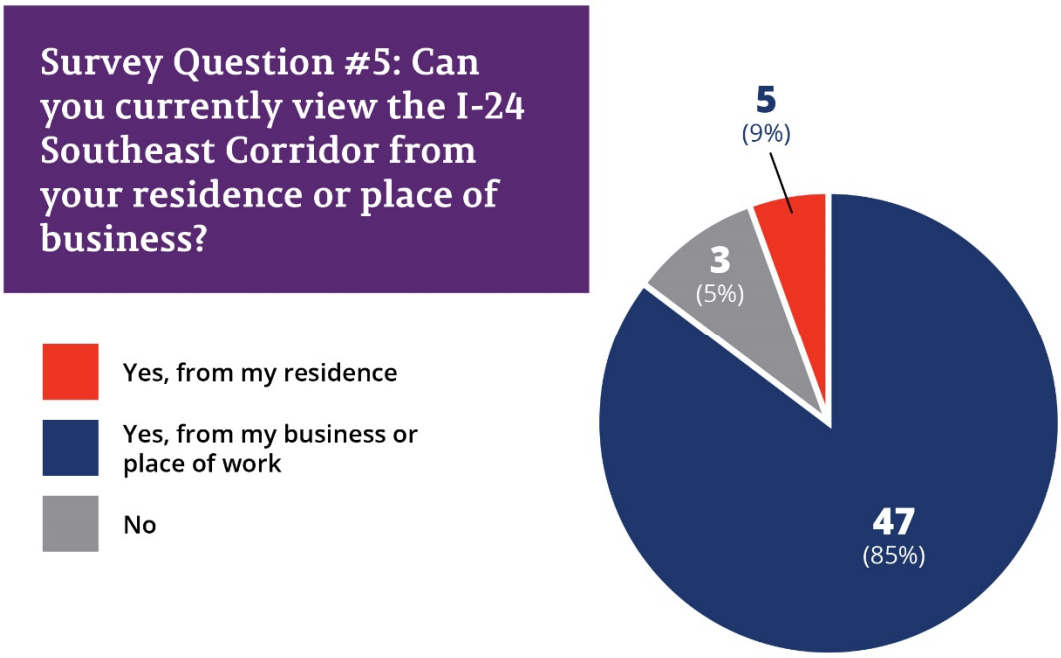
Most respondents utilize single-passenger vehicles as their main form of transportation.

Figure 5-4: Are You Concerned About the Views from the I-24 Southeast Corridor as a Traveler on the Corridor?



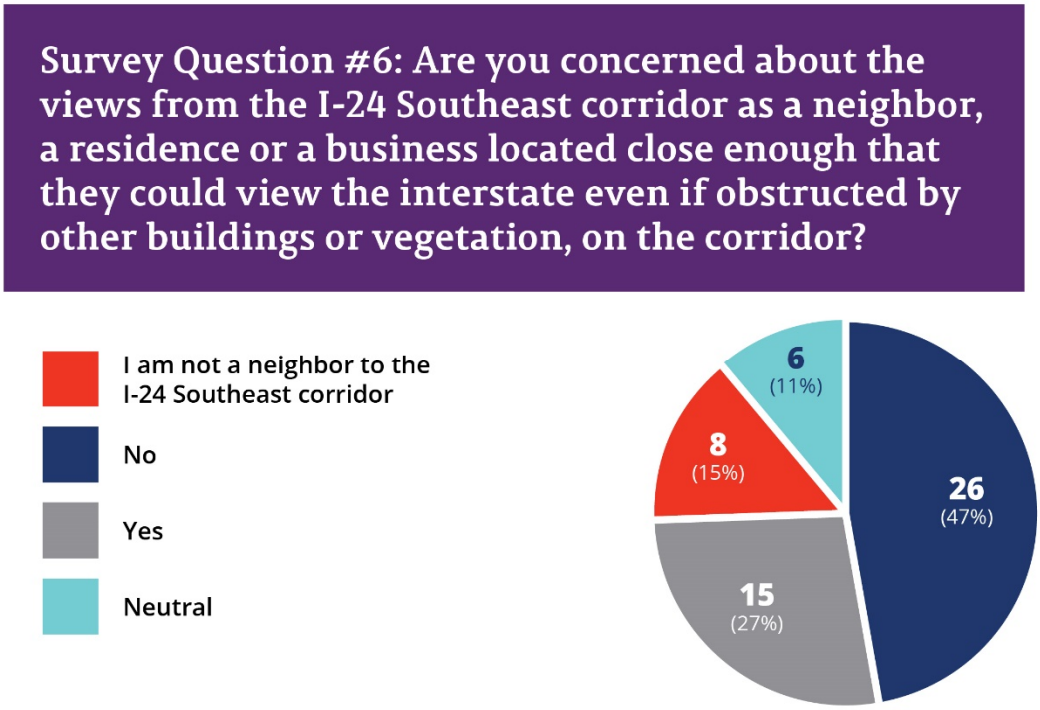
More than 50 percent of **travelers** surveyed are either concerned or neutral on the views of the I-24 Southeast corridor. **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips.

Figure 5-5: Can You Currently View the I-24 Southeast Corridor from Your Residence or Place of Business?



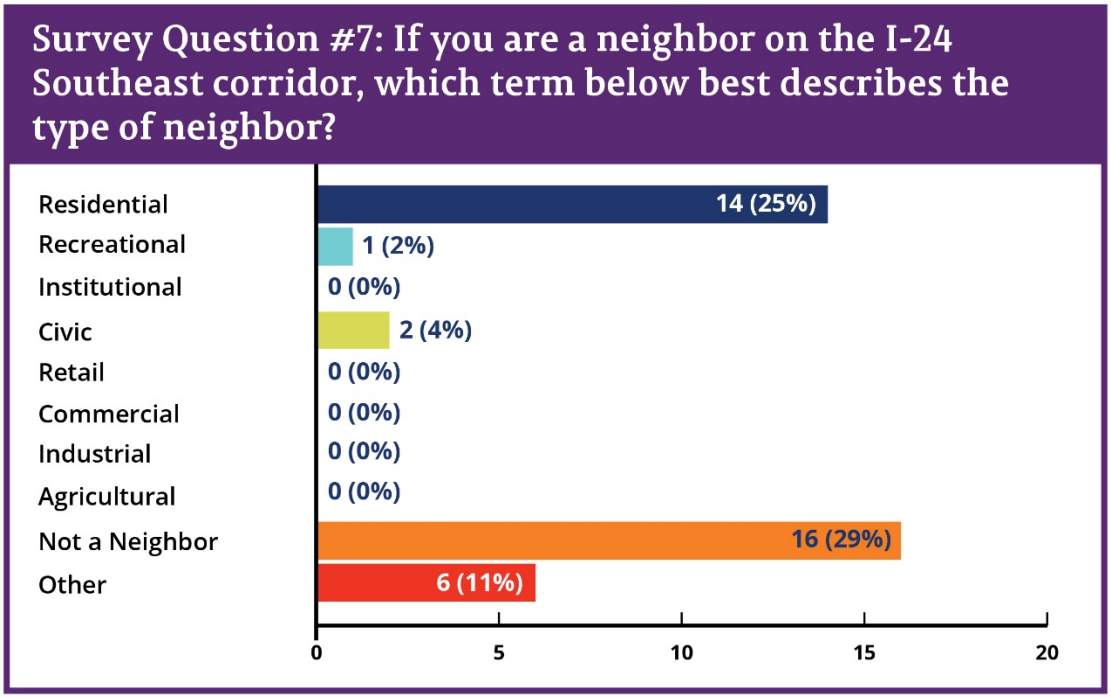
The majority of those surveyed can see the I-24 Southeast corridor from their place of work. Only 5 percent of those surveyed cannot see the corridor from their residence or business.

Figure 5-6: Are You Concerned About the Views from the I-24 Southeast Corridor as a Neighbor, a Residence or a Business Located Close Enough that They Could View the Interstate Even if Obstructed by Other Buildings or Vegetation, on the Corridor?



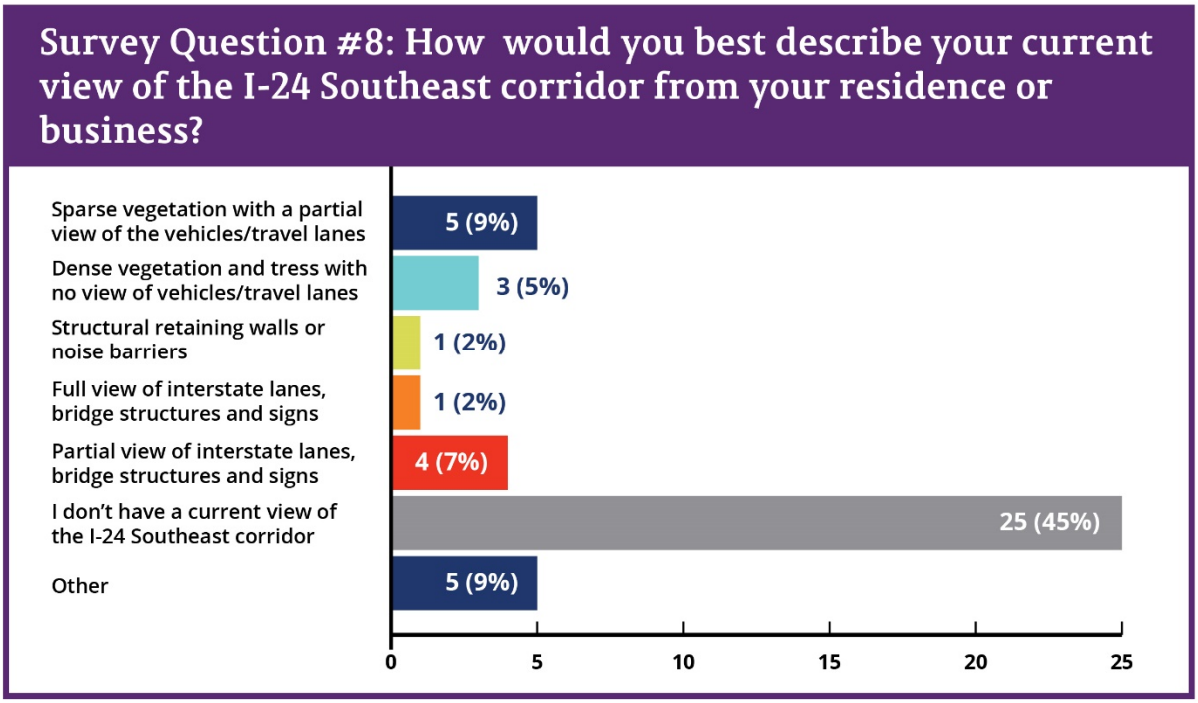
Nearly half of the **neighbors** of the I-24 Southeast corridor surveyed indicated they are not concerned with the views. **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities.

Figure 5-7: If You Are a Neighbor on the I-24 Southeast Corridor, Which Term Below Best Describes the Type of Neighbor?



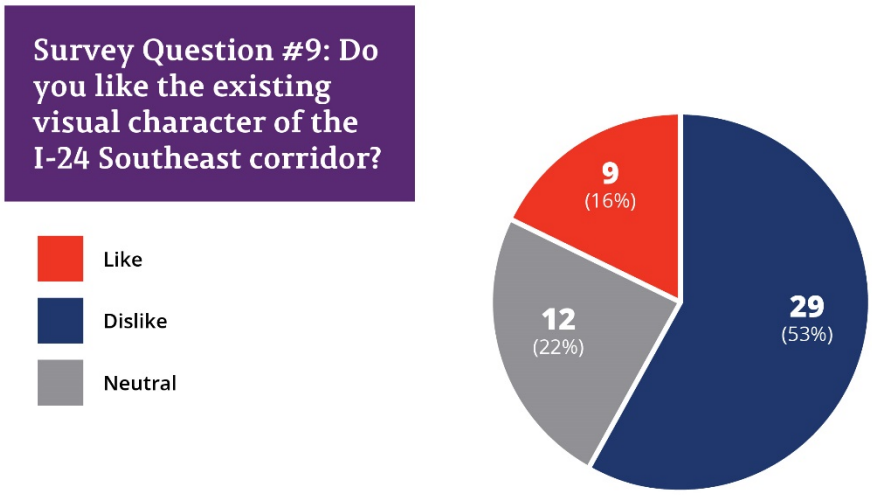
Residential neighbors were the most common type of neighbor surveyed. This question was skipped by 15 people. Respondents who selected 'Other' were given a field to list what type of neighbor, but none filled it out.

Figure 5-8: How Would You Best Describe Your Current View of the I-24 Southeast Corridor from Your Residence or Business?



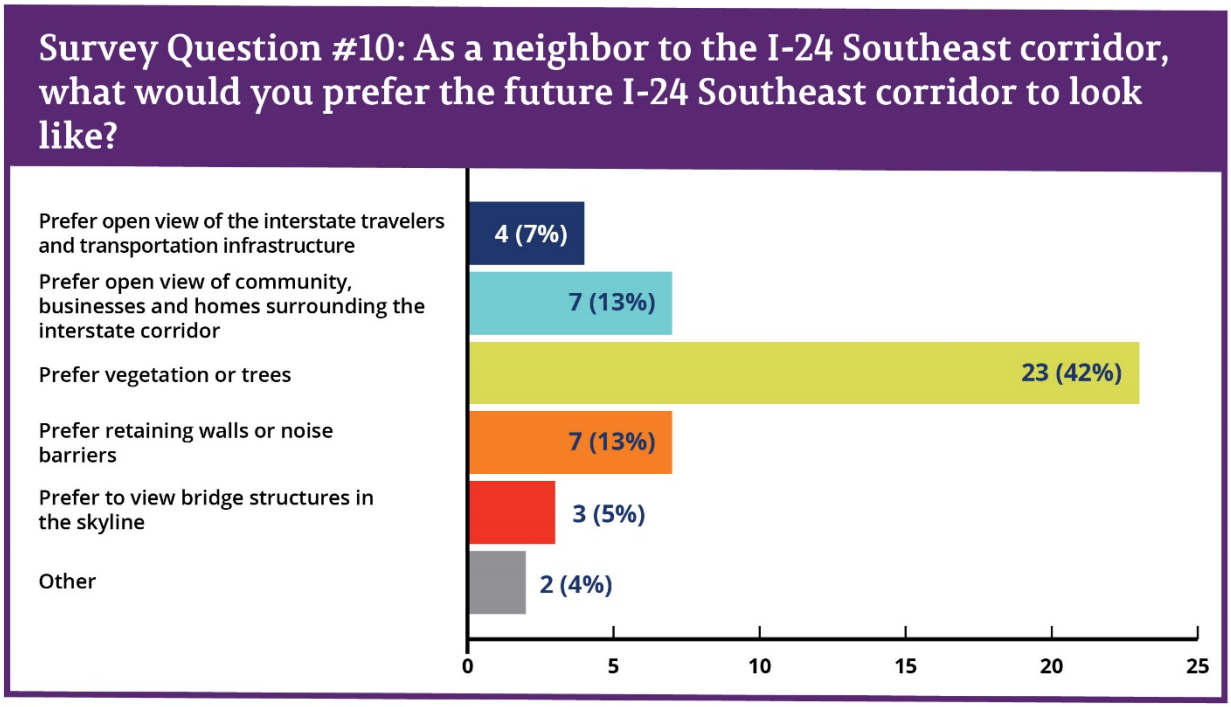
Most people surveyed do not have a view of the I-24 Southeast corridor from their residence or business. This question was skipped by 11 people.

Figure 5-9: Do You Like the Existing Visual Character of the I-24 Southeast Corridor?



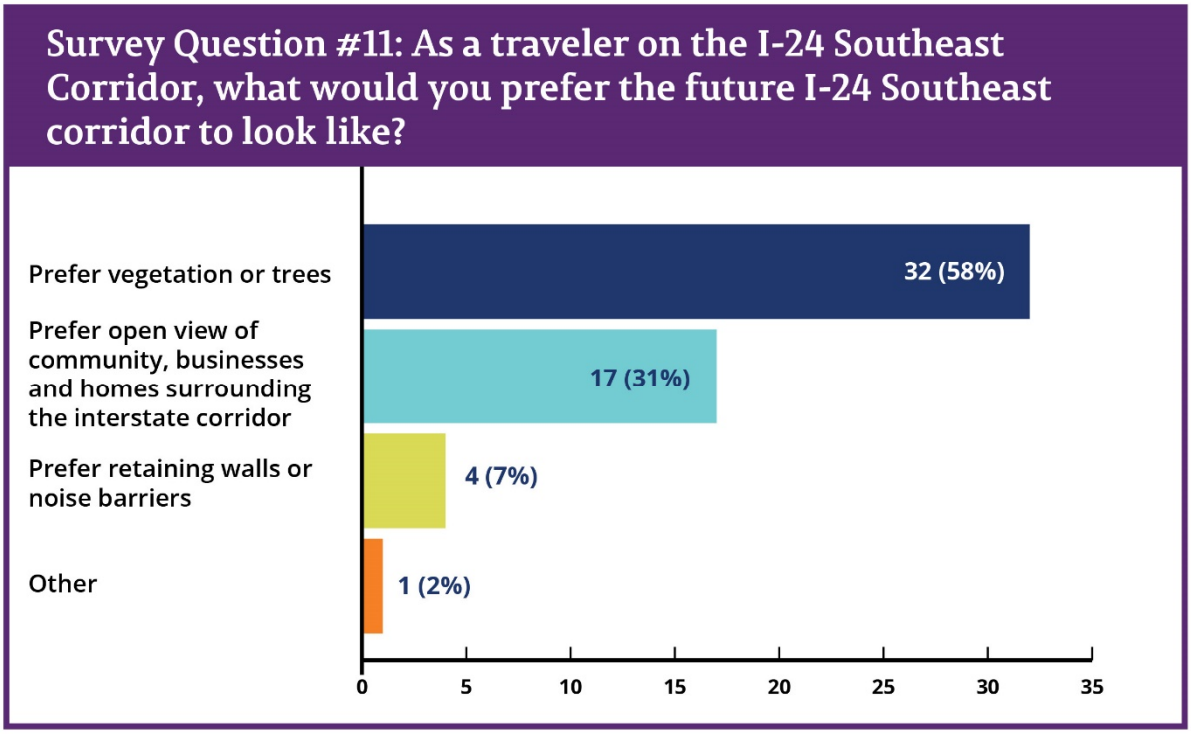
More than half of respondents are not in favor of the existing visual character of the I-24 Southeast corridor. When asked what would improve their current view, respondents listed solutions such as more native plants, trees, shared-use paths and road surface repairs. This question was skipped by five people.

Figure 5-10: As a neighbor to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like?



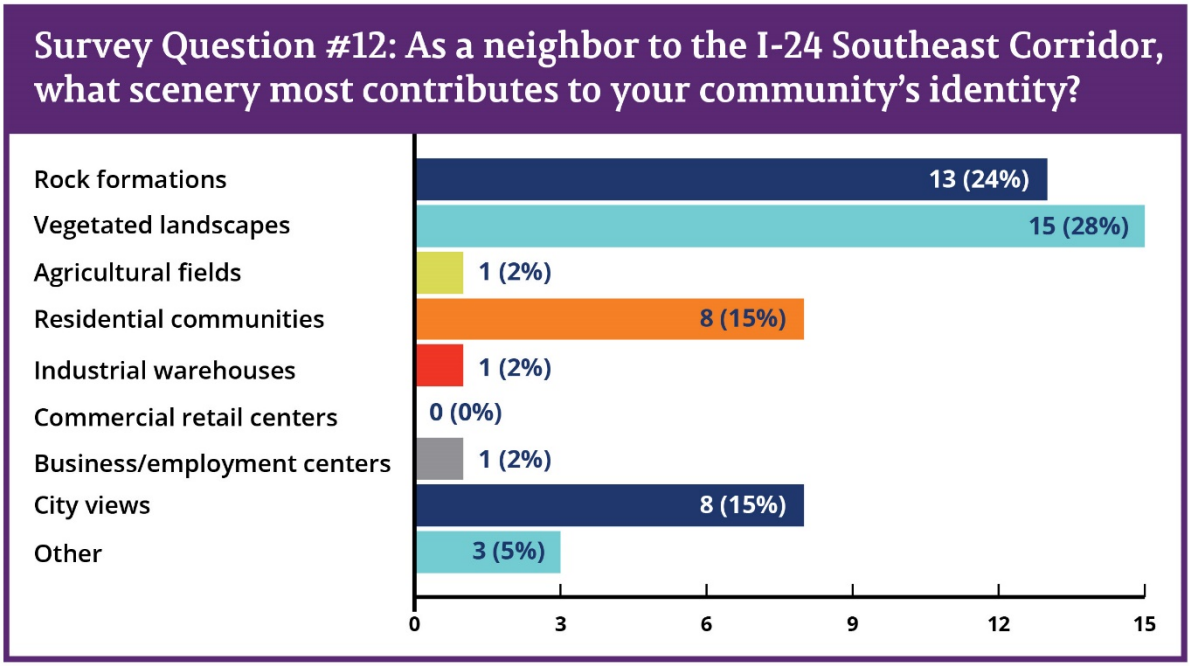
Neighbors of the corridor indicated they would like to see more trees or vegetation, more open views of the community surrounding the interstate and more retaining walls along the I-24 Southeast corridor. Nine people skipped this question.

Figure 5-11: As a traveler on the I-24 Southeast Corridor, what would you prefer the future I-24 Southeast corridor to look like?



Travelers of the corridor indicated similar preferences, with 58 percent preferring vegetation or trees and 31 percent preferring open views of the community.

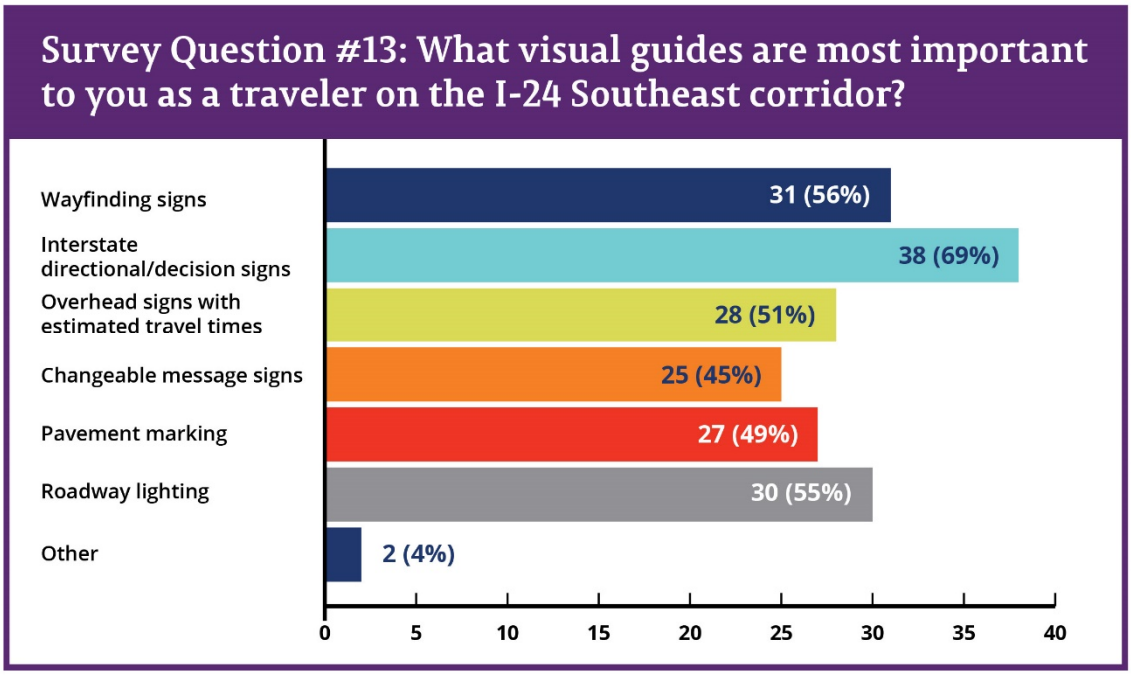
Figure 5-12: As a neighbor to the I-24 Southeast Corridor, what scenery most contributes to your community's identity?



Neighbors of the I-24 Southeast corridor listed vegetative landscapes and rock formations as the scenery that most contribute to their community's identity, followed by residential communities and city views. Five people skipped this question.

When asked to elaborate on existing viewpoints that are significant to them, respondents listed the Nashville Skyline, rolling hills and the openness of some of the area, such as from Bell Road to Haywood Lane, as examples.

Figure 5-13: What visual guides are most important to you as a traveler on the I-24 Southeast corridor?



Respondents indicated that interstate directional signs are the most important to them as travelers of the I-24 Southeast corridor. More than half of respondents also indicated that wayfinding signs, roadway lighting and overhead signs with estimated travel times are the most important.

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APPENDIX A. STAKEHOLDER MEETING DOCUMENTATION & OUTREACH

APPENDIX A: STAKEHOLDER MEETING DOCUMENTATION & OUTREACH

PRE-MEETING OUTREACH

From: TDOT 24ChoiceLanes

Bcc: margedavis@scenictennessee.org; afowler; tec@tectn.org; Santalla, Sean (FHWA); DuBose, Frank (FHWA); WDWhite@TVA.gov; kajumba.ntale@epa.gov; Jim Kerr; Lydia.Benda@nashville.gov; mayor; angie.henderson@nashville.gov; kendra.abkowitz@nashville.gov; CouncilMembers@nashville.gov; joy.kimbrough@nashville.gov; kyonzte.toombs@nashville.gov; Jennifer.Gamble@nashville.gov; Mike.Cortese@nashville.gov; Sean.Parker@nashville.gov; clay.capp@nashville.gov; Emily.Benedict@nashville.gov; deonte.harrell@nashville.gov; Tonya.Hancock@nashville.gov; Jennifer.Webb@nashville.gov; Jeff.Eslick@nashville.gov; Erin.Evans@nashville.gov; Russ.Bradford@nashville.gov; Jordan.Huffman@nashville.gov; jeff.gregg@nashville.gov; Ginny.Welsch@nashville.gov; Terry.Vo@nashville.gov; Thomas.Cash@Nashville.gov; Jacob.Kupin@nashville.gov; Rollin.Horton@nashville.gov; Brandon.Taylor@nashville.gov; Sheri.Weiner@nashville.gov; Thom.Druffel@nashville.gov; brenda.gadd@nashville.gov; Jeff.Preptit@nashville.gov; Courtney.Johnston@nashville.gov; Bob.Nash@nashville.gov; David.Benton@nashville.gov; Tasha.Ellis@nashville.gov; Sandra.Sepulveda@nashville.gov; John.Rutherford@nashville.gov; Joy.Styles@nashville.gov; Antoinette.Lee@nashville.gov; Sandy.Ewing@nashville.gov; Jason.Spain@nashville.gov; smcfarland; bshacklett@murfreesborotn.gov; javerwater@murfreesborotn.gov; mscalesharris@murfreesborotn.gov; amaxwell@murfreesborotn.gov; kwade@murfreesborotn.gov; swright@murfreesborotn.gov; jcole@lavergnetn.gov; snoe@lavergnetn.gov; chaas@lavergnetn.gov; khobbs@lavergnetn.gov; dwaldron@lavergnetn.gov; asmith@lavergnetn.gov; me.reed@townofsmyrna.org; marc.adkins@townofsmyrna.org; hg.cole@townofsmyrna.org; tim.morrell@townofsmyrna.org; racquel.peebles@townofsmyrna.org; gerry.short@townofsmyrna.org; steve.sullivan@townofsmyrna.org; hgallik@nolensvilletn.gov; jsalamida@nolensvilletn.gov; dadams@nolensvilletn.gov; kcortner@nolensvilletn.gov; jmiller@nolensvilletn.gov; dorenebolze@harpethriver.org; afrankel@landtrusttn.org; sierratnnews@gmail.com; admin@tnconservationvoters.org; alice@tenngreen.org; taptenn@gmail.com; katie@urbangreenlab.org; jspain@tntransit.org; surjnashville@gmail.com; rwbrooks@RJRG.net; tcla@thetransitalliance.org; wco@woodbinecommunity.org; Brett.howell@tncounties.org; rodney@tncountyofficials.com; anthonyholt1956@gmail.com; cindy.harrison@nashville.gov; lucy.kempf@nashville.gov; jgrider@nashvillesports.com; Jessica Hill; dcapparella@gnrc.org; tlee@gnrc.org; snorthfield@gnrc.org; ehartz@gnrc.org; Harlow.Sumerford@HCAHealthcare.com; kristin.mumford@nashville.gov; don.aaron@nashville.gov; chiefofpolice@nashville.gov; lflowers@murfreesborotn.gov; joseph.pleasant@nashville.gov; mmccluskey@murfreesborotn.gov; cmoews@lavergnetn.gov; Ronny Beasley; jason.irvin@townofsmyrna.org; Matt Perry; John Grinder; Travis Plotzer; Christopher Dye; bradley.jackson; psheehy@tbroundtable.org; brian.brockman@nissan-usa.com; david.sussman@nissan-usa.com; mkennedy@nashvillepredators.com; bonna@visitmusiccity.com; ccassetty@nashvilledowntown.com; Jeanette Barker; tturner@nashvilledowntown.com; downtown@downtownmemphis.com; bill.dunavant@dunavant.com; rschulz@nashvillechamber.com; platture@rutherfordchamber.org; katie.freudberg@nashville.gov; jeff.balser@vanderbilt.edu; brian.atwood@asurion.com; rdavis@nashvillesc.com; Andrew.Oppmann@mtsu.edu; vc.communications@vanderbilt.edu; Doug.Kreulen@flynashville.com; kguerra@titans.nfl.com; AStokely@titans.nfl.com; jmurphy@simon.com; Hirtzer, Mike (NDOT); murad.alqurishee@nashville.gov; Jim Kerr; carl.wilson; Barry.Craft@nashville.gov; Chip.Knauf; Brad.Freeze; jonathan.hemenway@townofsmyrna.org; Jason.Oldham@nashville.gov; chelsea.arvin@nashville.gov; Newton, Daniel (FHWA); tec@tectn.org; tom.rose@townofsmyrna.org; wesley@walkbikenashville.org; kbrown@lavergnetn.gov; Matt Fasig; Turner, Jesse (ITS); vivalasouthpark@gmail.com; Steve Townsend; Bryan Ledford; Rebekah Hammonds; Matt Fasig; Ram Balachandran; mdietz@lavergnetn.gov; kbrown@lavergnetn.gov; murad.alqurishee@nashville.gov; Hirtzer, Mike (NDOT); ggreen1@LaVergneTN.gov; patricia.bragg@townofsmyrna.org; Vernon, Bailey (FHWA); NashvilleRegulatory@usace.army.mil; Tara Pedraza; David Salyers; Alicia Douglas; April Grippo; Daniel_Elbert@fws.gov; Jason.Edward Miller; Casey Parker; Beth Emmons; Preston Elliott; Jay Norris; Lee.smith@tn.gov; Joshua Brown; jrdavis75@comcast.net; lmarchesoni@rcsotn.org; relliott@stansellelectric.com; mkeeney@mkeeney.com; Julia Law; Jay Klein; Elizabeth Ashwood; William.E.Worrall@usace.army.mil; travis.a.wiley@usace.army.mil; john_griffith@fws.gov; eric.washburn@uscg.mil; Patrick McIntyre; Holly M. Barnett; Roger McCoy; Erick Hunt-Hawkins; Sharon Schutz; aaron.friend@usda.gov; Knight, Rodney R; Arlisa.Armstrong@usda.gov; william.brown@ferc.gov; jloichinger@achp.gov; Stuart McWhorter; Charles Hatcher; Stephanie Kelly; Mark Ezell; Deniece Thomas; Cherrell Campbell-Street; contact@tndagc.org; FEMA-R4-Info@fema.dhs.gov; oretta.clemons@dot.gov; jigar.shah@energy.gov; leesmith0406@gmail.com; Craig Phillips; ldavidson@rutherfordcountytn.gov; anthonyjohnson@rutherfordcountytn.gov; carlboyd@rutherfordcountytn.gov; wayneirvin@rutherfordcountytn.gov; district16@rutherfordcountytn.gov; district18@rutherfordcountytn.gov; olivia@nashvillerotary.org; murfreesbororotary@gmail.com; Gwen@gwencole.com; maria@conexionamericas.org; pbeltran@cctenn.org; office@greaternashvillechurch.org; info@crosspoint.tv; office@theictn.org; office@antiochumc.net; office@allsaintstn.org; info@ctk.org; info@borocitychurch.com; info@churchatwoodbine.com; ken.moore@franklintn.gov; felix.castrodad@nashville.gov; Joe Deering; Will Reid; curt.mcdaniel@usda.gov; Jennifer Schultz

Subject: INVITE: I-24 Southeast Choice Lanes Stakeholder Meeting (8/7)

Date: Wednesday, July 24, 2024 9:39:20 AM

Attachments: image001.png
I-24 Southeast Choice Lanes Toolkit.docx



The Tennessee Department of Transportation (TDOT) invites you to join us for a stakeholder meeting on the I-24 Southeast Choice Lanes project on Wednesday, August 7 at 9 a.m. In this meeting, you can expect to hear from the Project team about what progress has been made since our first stakeholder meeting in March and hear about our upcoming public information opportunities.

This meeting will be virtual, and you will have the opportunity to submit questions via a chat feature in the meeting.

WHAT: I-24 Southeast Choice Lanes Stakeholder Meeting
WHEN: Wednesday, August 7 at 9 a.m.
WHERE: Microsoft Teams

We have also attached a stakeholder toolkit to equip you with the tools to share the latest news concerning the I-24 Southeast Choice Lanes project with your own stakeholders across your channels. With a project of this magnitude, TDOT wants you to have information and resources at your fingertips to share in person, on social media, in

newsletters and other touchpoints along the way. Your participation helps us to communicate well with the communities that this project will serve. These tools include the project map, a newsletter or internet article and evergreen social media posts with captions you can use. With your help, we can keep everyone informed about the I-24 Southeast Choice Lanes project. We look forward to sharing more information with you in the coming weeks, including the upcoming public information meeting opportunities.

If you're looking for more information, we are happy to come to speak to your organization. Just request a speaker using this form.

We look forward to speaking with you soon! Thank you.

From: TDOT 24ChoiceLanes

Bcc: margedavis@scenictennessee.org; afowler; tec@tectn.org; Santalla, Sean (FHWA); DuBose, Frank (FHWA); WDWhite@TVA.gov; kajumba.ntale@epa.gov; wooten.jeremiah@gmail.com; Jim Kerr; Lydia.Benda@nashville.gov; mayor; angie.henderson@nashville.gov; kendra.abkowitz@nashville.gov; CouncilMembers@nashville.gov; joy.kimbrough@nashville.gov; kyonzte.toombs@nashville.gov; Jennifer.Gamble@nashville.gov; Mike.Cortese@nashville.gov; Sean.Parker@nashville.gov; clay.capp@nashville.gov; Emily.Benedict@nashville.gov; deonte.harrell@nashville.gov; Tonya.Hancock@nashville.gov; Jennifer.Webb@nashville.gov; Jeff.Eslick@nashville.gov; Erin.Evans@nashville.gov; Russ.Bradford@nashville.gov; Jordan.Huffman@nashville.gov; jeff.gregg@nashville.gov; Ginny.Welsch@nashville.gov; Terry.Vo@nashville.gov; Thomas.Cash@Nashville.gov; Jacob.Kupin@nashville.gov; Rollin.Horton@nashville.gov; Brandon.Taylor@nashville.gov; Sheri.Weiner@nashville.gov; Thom.Druffel@nashville.gov; brenda.gadd@nashville.gov; Jeff.Preptit@nashville.gov; Courtney.Johnston@nashville.gov; Bob.Nash@nashville.gov; David.Benton@nashville.gov; Tasha.Ellis@nashville.gov; Sandra.Sepulveda@nashville.gov; John.Rutherford@nashville.gov; Joy.Styles@nashville.gov; Antoinette.Lee@nashville.gov; Sandy.Ewing@nashville.gov; Jason.Spain@nashville.gov; smcfarland; bshacklett@murfreesborotn.gov; javerwater@murfreesborotn.gov; mscalesharris@murfreesborotn.gov; amaxwell@murfreesborotn.gov; kwade@murfreesborotn.gov; swright@murfreesborotn.gov; jcole@lavergnetn.gov; snoe@lavergnetn.gov; chaas@lavergnetn.gov; khobbs@lavergnetn.gov; dwaldron@lavergnetn.gov; asmith@lavergnetn.gov; me.reed@townofsmyrna.org; marc.adkins@townofsmyrna.org; hg.cole@townofsmyrna.org; tim.morrell@townofsmyrna.org; racquel.peebles@townofsmyrna.org; gerry.short@townofsmyrna.org; steve.sullivan@townofsmyrna.org; hgallik@nolensvilletn.gov; jsalamida@nolensvilletn.gov; dadams@nolensvilletn.gov; kcortner@nolensvilletn.gov; jmiller@nolensvilletn.gov; afrankel@landtrusttn.org; sierratnnews@gmail.com; admin@tnconservationvoters.org; alice@tenngreen.org; taptenn@gmail.com; katie@urbangreenlab.org; jspain@tntransit.org; surjnashville@gmail.com; rwbrooks@RJRG.net; tcla@thetransitalliance.org; wco@woodbinecommunity.org; Brett.howell@tncounties.org; rodney@tncountyofficials.com; anthonyholt1956@gmail.com; cindy.harrison@nashville.gov; lucy.kempf@nashville.gov; jgrider@nashvillesports.com; Jessica Hill; dcapparella@gnrc.org; tlee@gnrc.org; snorthfield@gnrc.org; ehartz@gnrc.org; kristin.mumford@nashville.gov; don.aaron@nashville.gov; chiefofpolice@nashville.gov; lflowers@murfreesborotn.gov; joseph.pleasant@nashville.gov; mmccluskey@murfreesborotn.gov; cmoews@lavergnetn.gov; Ronny Beasley; jason.irvin@townofsmyrna.org; Matt Perry; John Grinder; Travis Plotzer; Christopher Dye; bradley.jackson; psheehy@tbroundtable.org; brian.brockman@nissan-usa.com; david.sussman@nissan-usa.com; mkennedy@nashvillepredators.com; bonna@visitmusiccity.com; ccassetty@nashvilledowntown.com; Jeanette Barker; tturner@nashvilledowntown.com; downtown@downtownmemphis.com; bill.dunavant@dunavant.com; rschulz@nashvillechamber.com; platture@rutherfordchamber.org; katie.freudberg@nashville.gov; jeff.balser@vanderbilt.edu; brian.atwood@asurion.com; rdavis@nashvillesc.com; Andrew.Oppmann@mtsu.edu; vc.communications@vanderbilt.edu; Doug.Kreulen@flynashville.com; kguerra@titans.nfl.com; AStokely@titans.nfl.com; jmurphy@simon.com; Hirtzer, Mike (NDOT); murad.alqurishee@nashville.gov; Jim Kerr; carl.wilson; Barry.Craft@nashville.gov; Chip.Knauf; Brad.Freeze; jonathan.hemenway@townofsmyrna.org; Jason.Oldham@nashville.gov; chelsea.arvin@nashville.gov; Newton, Daniel (FHWA); tec@tectn.org; tom.rose; wesley@walkbikenashville.org; kbrown@lavergnetn.gov; Matt Fasig; Turner, Jesse (ITS); vivalasouthpark@gmail.com; Steve Townsend; Alex H. Denis; Bryan Ledford; Rebekah Hammonds; Matt Fasig; Ram Balachandran; mdietz@lavergnetn.gov; kbrown@lavergnetn.gov; murad.alqurishee@nashville.gov; Hirtzer, Mike (NDOT); ggreen1@LaVergneTN.gov; patricia.bragg@townofsmyrna.org; Vernon, Bailey (FHWA); NashvilleRegulatory@usace.army.mil; Tara Pedraza; David Salyers; Alicia Douglas; April Grippo; Daniel_Elbert@fws.gov; Jason.Edward Miller; Casey Parker; Joe Deering; Beth Emmons; Preston Elliott; Will Reid; Jay Norris; Lee.smith@tn.gov; Joshua Brown; jrdavis75@comcast.net; lmarchesoni@rcsotn.org; relliott@stansellelectric.com; mkeeney@mkeeney.com; Julia Law; Jay Klein; Elizabeth Ashwood; William.E.Worrall@usace.army.mil; travis.a.wiley@usace.army.mil; john_griffith@fws.gov; eric.washburn@uscg.mil; Patrick McIntyre; Holly M. Barnett; Roger McCoy; Erick Hunt-Hawkins; Sharon Schutz; aaron.friend; Knight, Rodney R; Arlisa.Armstrong@usda.gov; william.brown@ferc.gov; jloichinger@achp.gov; Stuart McWhorter; Charles Hatcher; Stephanie Kelly; Mark Ezell; Deniece Thomas; Cherrell Campbell-Street; contact@tndagc.org; FEMA-R4-Info@fema.dhs.gov; oretta.clemons@dot.gov; jigar.shah@energy.gov; leesmith0406@gmail.com; Craig Phillips; ldavidson@rutherfordcountytn.gov; anthonyjohnson@rutherfordcountytn.gov; carlboyd@rutherfordcountytn.gov; wayneirvin@rutherfordcountytn.gov; district16@rutherfordcountytn.gov; district18@rutherfordcountytn.gov; Olivia Leow; murfreesbororotary@gmail.com; Gwen@gwencole.com; maria@conexionamericas.org; pbeltran@cctenn.org; office@greaternashvillechurch.org; info@crosspoint.tv; office@theictn.org; office@antiochumc.net; office@allsaintstn.org; info@ctk.org; info@borocitychurch.com; info@churchatwoodbine.com; ken.moore@franklintn.gov; felix.castrodad@nashville.gov; Randy J. Jones; Darell Bridges; Jennifer Tribble; PITTENGER, JASON; bob.mendes@nashville.gov; Adam Perez; tabeer.taabur@tnkcc.org; shazle@nashvillechamber.com; dmortensen@nashvillechamber.com; jim.trogdon@aecom.com; msmith@thriveregion.org

Subject: This Wednesday: I-24 Southeast Choice Lanes Stakeholder Meeting (8/7)

Date: Monday, August 5, 2024 1:44:41 PM

Attachments: I-24 Southeast Choice Lanes Stakeholder Meeting.msg
image001.png



The Tennessee Department of Transportation (TDOT) invites you to join us for a stakeholder meeting on the I-24 Southeast Choice Lanes project on Wednesday, August 7 at 9 a.m. In this meeting, you can expect to hear from the Project team about what progress has been made since our first stakeholder meeting in March and hear about our upcoming public information opportunities.

This meeting will be virtual, and you will have the opportunity to submit questions via a chat feature in the meeting.

WHAT: I-24 Southeast Choice Lanes Stakeholder Meeting
WHEN: Wednesday, August 7 at 9 a.m.
WHERE: Microsoft Teams

We look forward to sharing more information with you in the coming weeks, including the upcoming public information meeting opportunities.

If you're looking for more information, we are happy to come to speak to your organization. Just request a speaker using this form.

We look forward to speaking with you soon! Thank you.

APPENDIX A: STAKEHOLDER MEETING DOCUMENTATION & OUTREACH

MEETING MATERIALS

November 2024

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

I-24 Southeast Choice Lanes

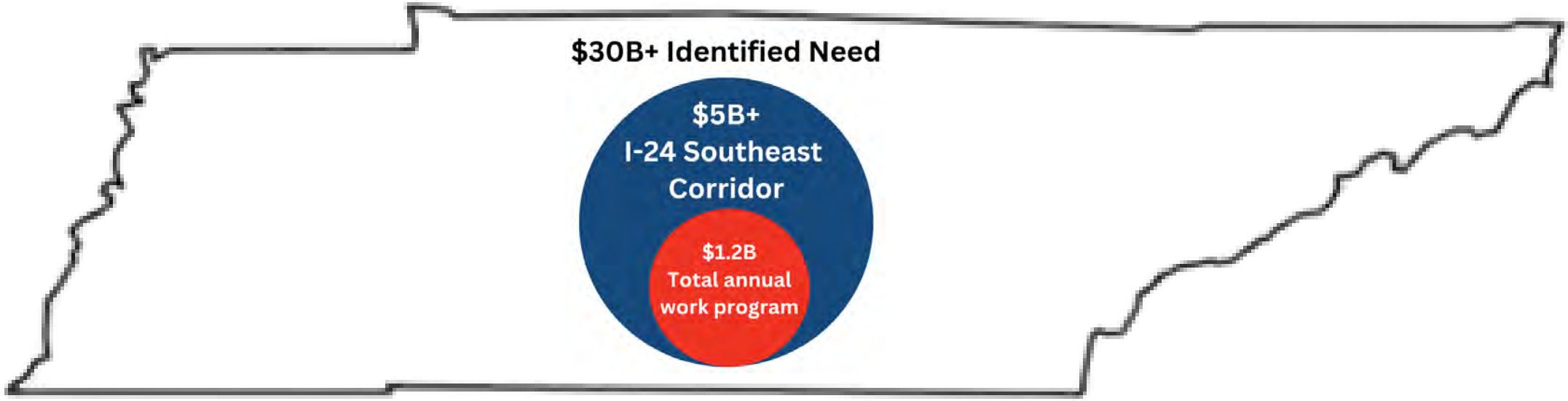
August 2024

Choice Lanes Overview

Why Choice Lanes?

Funding limitations

Programmatic approach to relieving congestion



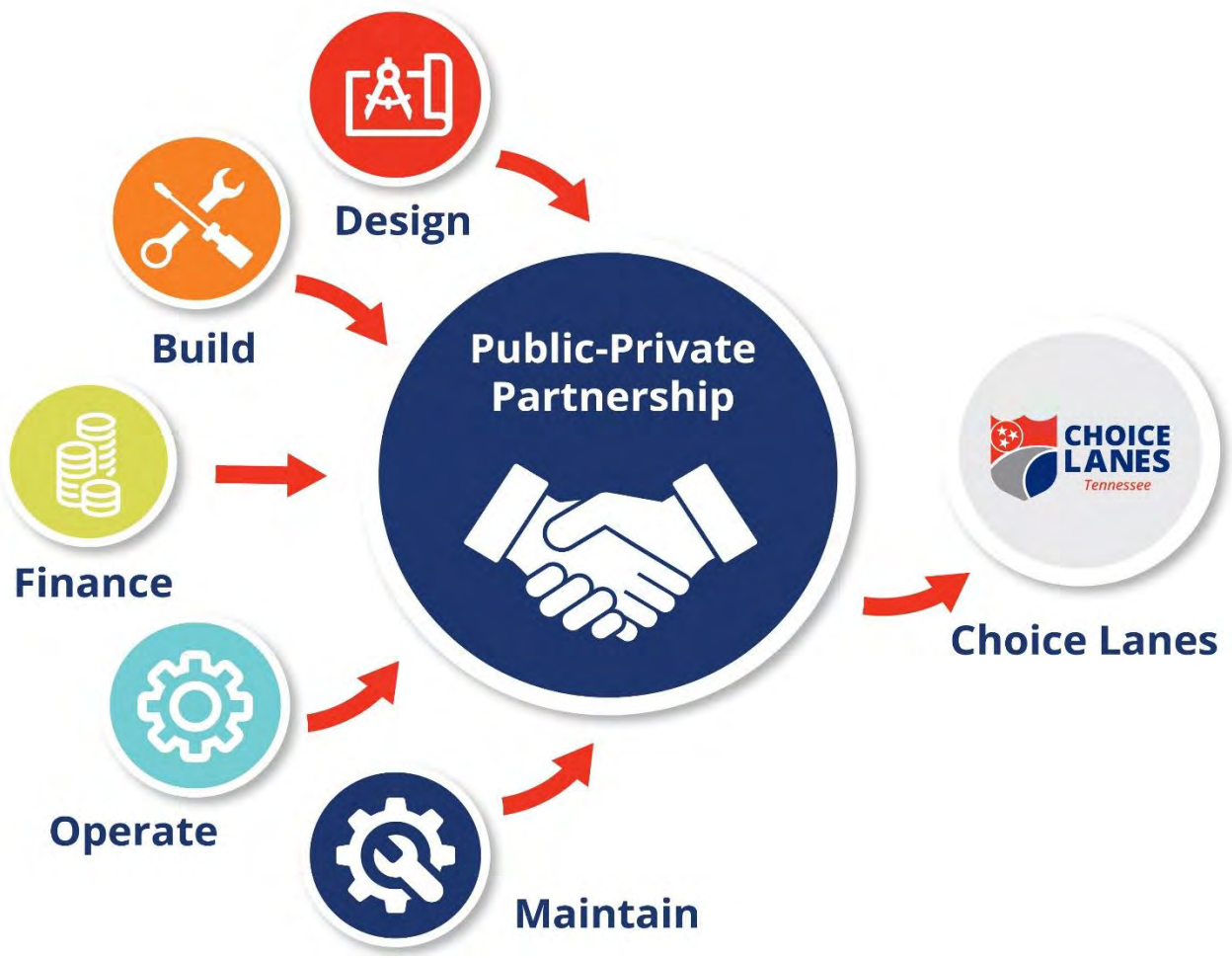
Note: Illustrative representation only

Public-Private Partnerships (P3)

Frees up state dollars to spend on other projects throughout the state

Allows TDOT to better allocate limited resources by leveraging the private sector's innovation and capital

Accelerates project delivery

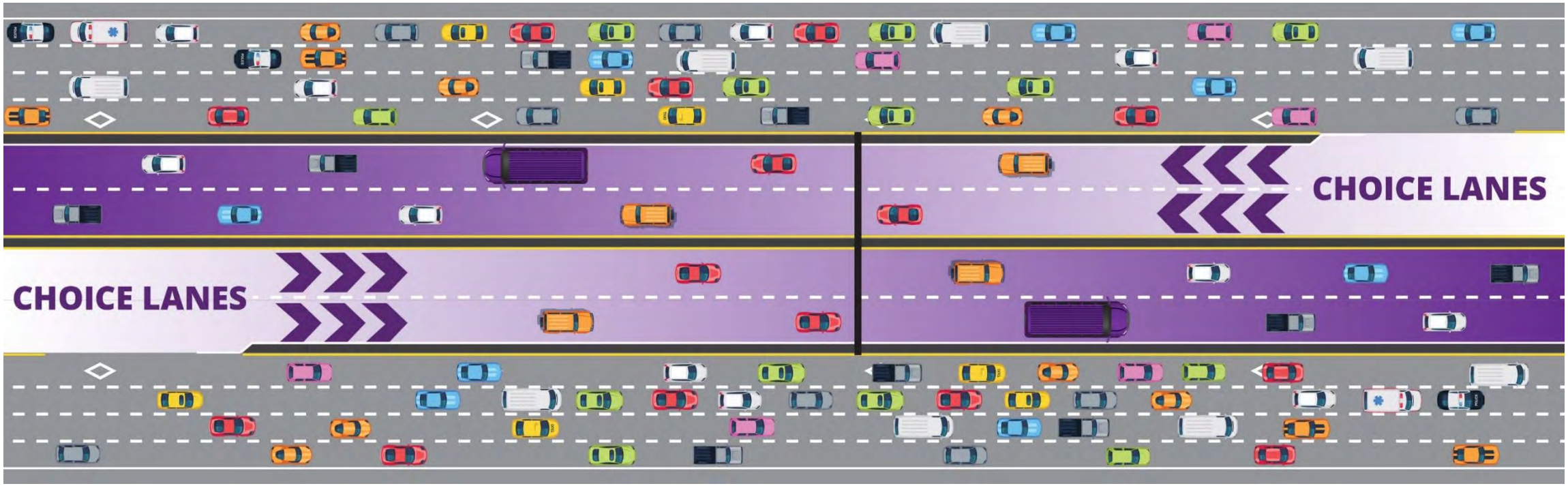


What Are Choice Lanes?

New, additional lanes

Priced managed lanes that provide users with more reliable trip times in exchange for a user fee.

Designed, built, financed, operated and maintained by a private sector partner



Note: Illustrative representation only

Choice Lanes in Other States

Future Choice Lanes in Georgia



Choice Lanes in Florida



Choice Lanes in Virginia



Choice Lanes Result in Transit Success

Texas Department of Transportation

73% More customers due to improved travel reliability

FDOT

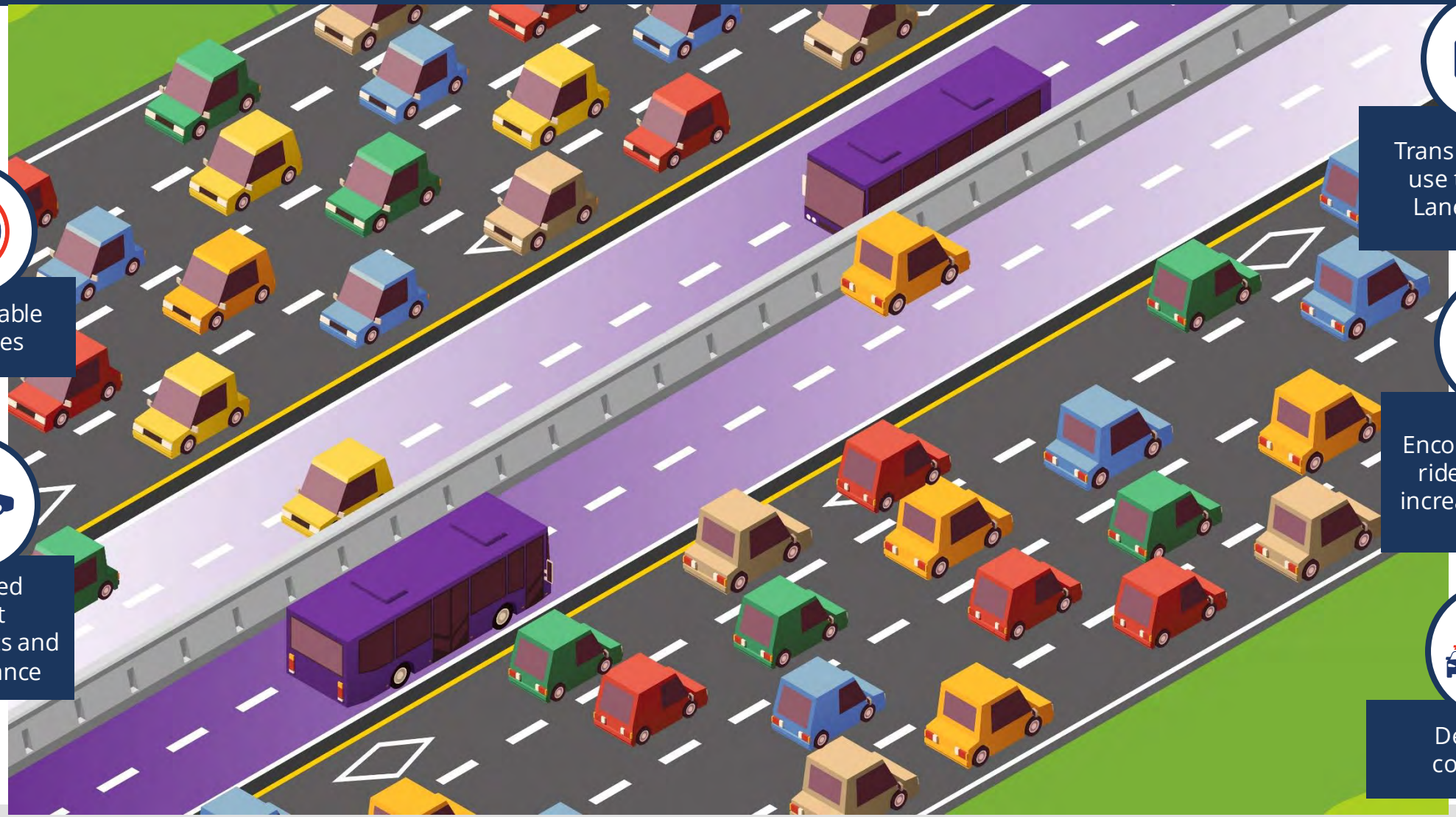
68% Reduction in travel times and saw ridership quadruple in the first 5 years

GDOT Georgia Department of Transportation

10% Increase in on-time performance

(Source: TxDOT, FDOT, GDOT)

Benefits for Transit



More reliable trip times

Improved transit movements and performance

Transit buses can use the Choice Lanes for free

Encouraged transit ridership due to increased reliability

Decreased congestion

Note: Illustrative representation only

I-24 Southeast Choice Lanes

I-24 Southeast Choice Lanes

Project Overview

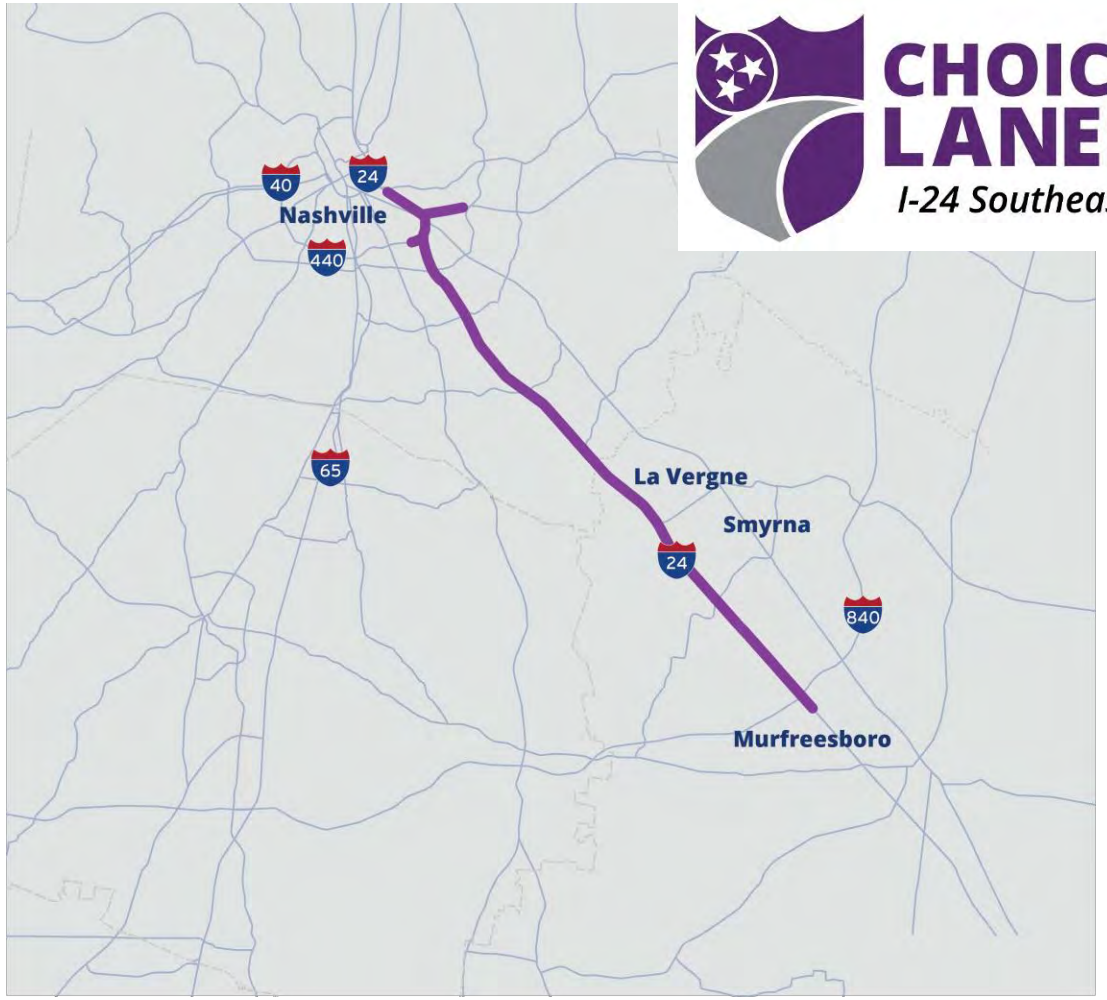
- Construction of new, optional lanes on I-24 southeast
- 26 miles between Nashville and Murfreesboro*

Current Status

- Preliminary design
- Environmental studies

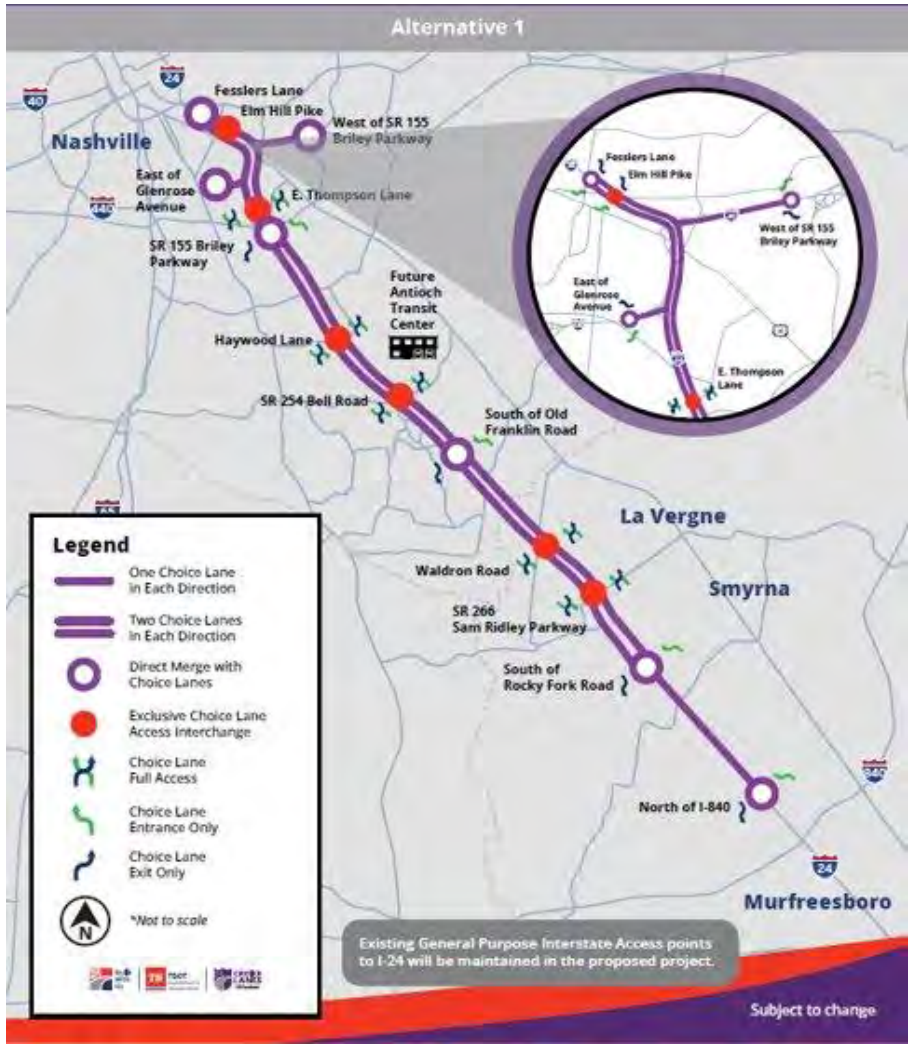
Upcoming Activities

- Public meetings to review design concepts and more
- Environmental documents
- Policy decisions
- Stakeholder and community engagement, including WeGo

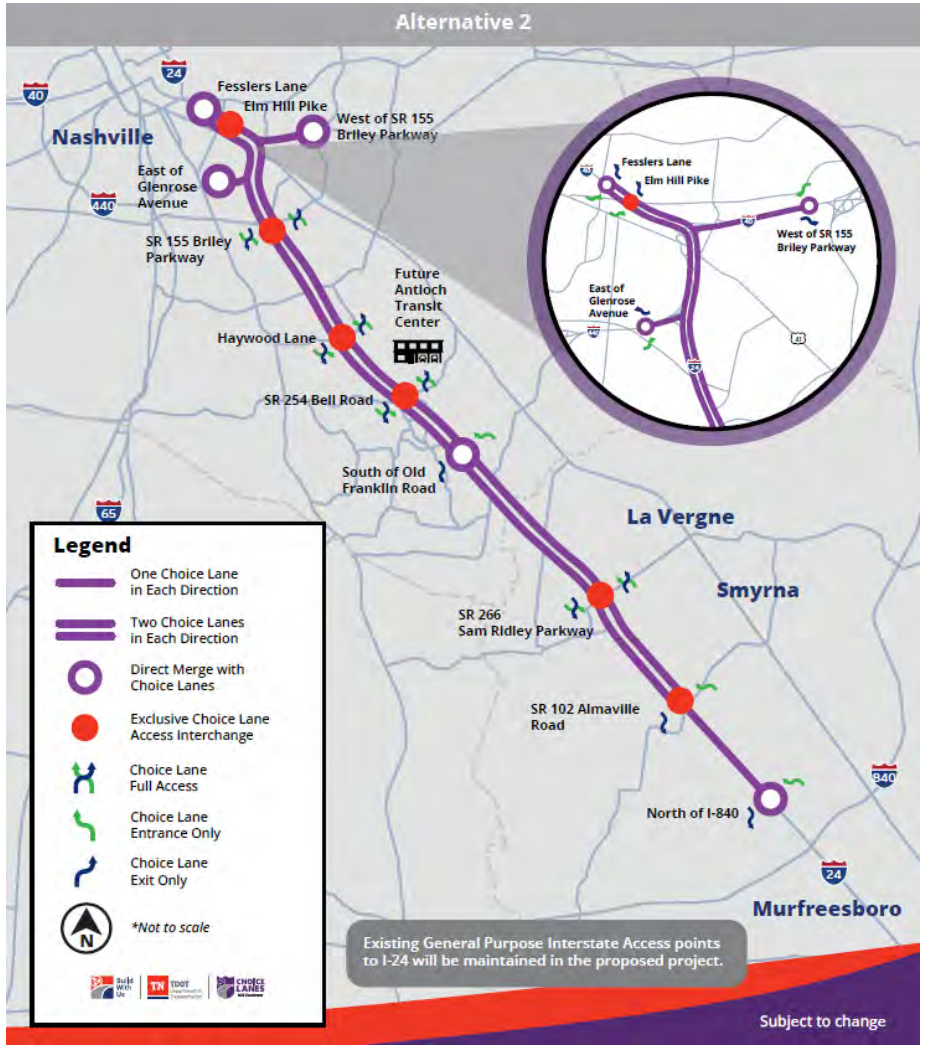


*Project limits are under evaluation and are subject to change.

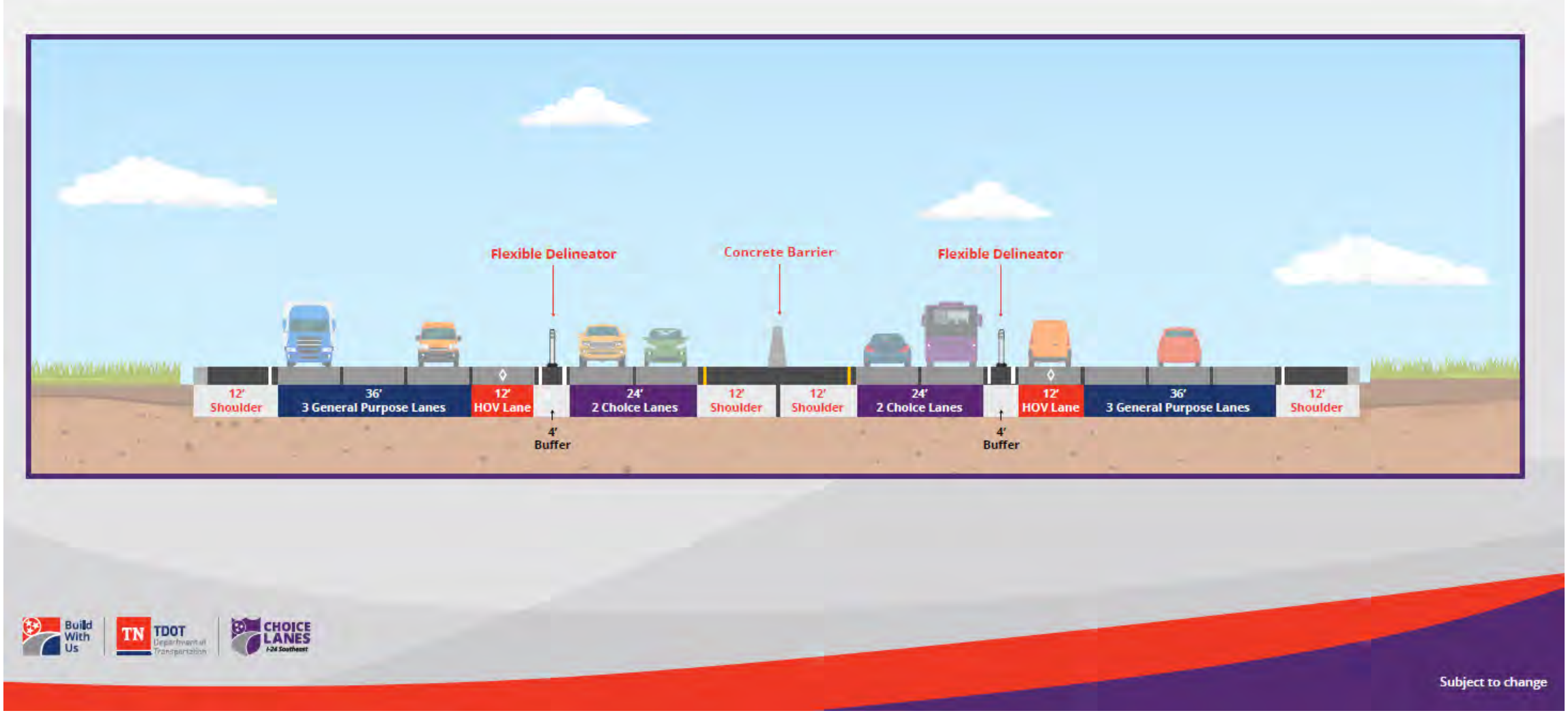
Potential Choice Lanes Access Points – Alternative 1



Potential Choice Lanes Access Points – Alternative 2



Proposed Typical Section – At-Grade



Proposed Typical Section – Elevated



How Do User Fees Work?

$$

Variable/Dynamic Pricing
Cost to use the Choice Lanes will change during the day based on how many vehicles are using them



User fees will be advertised in advance of using the new lanes

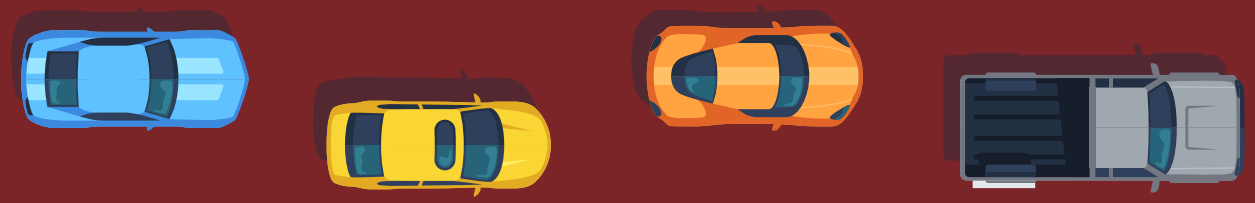
Once a motorist enters the Choice Lanes, they will be guaranteed to only pay the price they saw



User fee parameters and policies will be established by the Transportation Modernization Board



The private sector partner/developer would set the user fee based on usage



Incident Response for Choice Lanes



- Automated incident detection system at incident hot spots
- Appropriate first responder access will be available*



- Shoulders are available
- HELP Trucks will patrol to help motorists



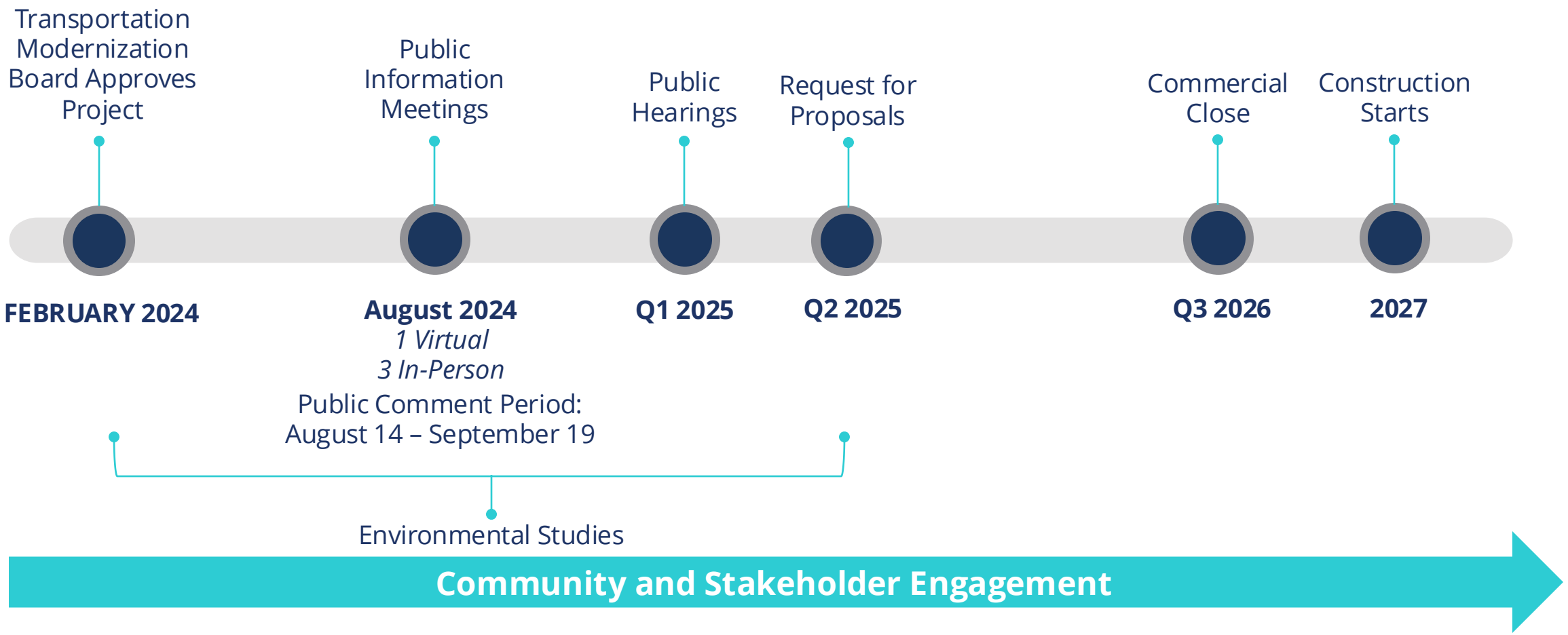
- Coordination with local first responders
- Incident response processes and procedures will be developed together



- TDOT will provide in-field training for new hires, HELP Truck operators and first responders

*Design is underway

I-24 Southeast Choice Lanes Projected Timeline



Note: Subject to change

Public Meetings

Upcoming Public Meetings

DATE	TIME	LOCATION	ADDRESS
August 14	5 p.m.	Virtual presentation with Q&A *Presentation will be recorded and posted to the website*	Log on the project website
August 21	5 p.m. to 7 p.m.	Smyrna Event Center	100 Sam Ridley Parkway E Smyrna, TN 37167
August 28	5 p.m. to 7 p.m.	Nashville Fairgrounds	401 Wingrove Street Nashville, TN 37203
August 29	11 a.m. to 6 p.m.	Southeast Community Center	5260 Hickory Hollow Parkway Suite 202 Nashville, TN 37013

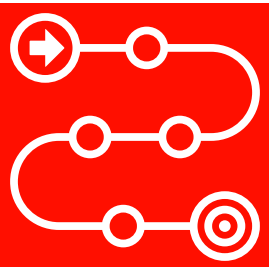
All in-person public meetings will be open house style without any formal presentations.

What's Shared at the Public Meetings?



Current Project Concepts

- Choice Lanes concept
- Typical sections
- Potential access points



Environmental Process

- Current timeline
- Alternatives analysis
- Noise



Transit

- Benefits for transit in Choice Lanes
- Collaboration with WeGo



Right of Way

- TDOT's Right-of-Way (ROW) process



Feedback

- Share your feedback about the proposed project

Why Public Feedback Is Important



Vital part of the National Environmental Policy Act (NEPA) process



Helps ensure TDOT considers how this project will affect the environment – nature, animals and people



Gives the public a say in project decisions before they happen

We Need Your Help

1. Share public meeting information on your social media channels
2. Utilize the stakeholder toolkit with newsletter, website and social media content
3. Encourage your employees, members and/or constituents to attend the public meetings, and share their feedback
4. Attend any of the public meetings
5. Invite the project team to speak to your staff, membership and/or community
6. Sign up for the project newsletter and/or to receive text message updates to stay in the know

Connect With Us



TDOT.24ChoiceLanes@tn.gov

Leave us a voice message: (615) 451-8039

https://bit.ly/Interstate24SoutheastChoiceLanes

Text CHOICE to
(855) 704-1824







Please submit your questions via the chat feature in Teams



Tennessee

Build With Us

Session Id	Participant Id	Full Name	UTC Event Timestamp	Action	Role
732fe9be-c841-4dd1-bc3a-ddc175545a0c	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	7/24/2024 14:18	Joined	Attendee
f305135e-5373-44e9-8bc6-026a4e1256d6	barry.craft@nashville.gov	Craft, Barry (ITS)	7/24/2024 14:53	Joined	Attendee
037072cf-6bb9-4b80-87cf-3a733864d5a7	JJCT718@tn.gov	Julie Niedling	7/24/2024 14:53	Joined	Attendee
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dda49789-7cd5-4065-9f24-18d24a8321d4	daniel.aldridge63@tnedu.gov	Daniel Aldridge	7/24/2024 18:13	Joined	Attendee
e58cd3a5-959d-4735-ae55-53a5ffbd0de5	JJ01112@tn.gov	Craig Phillips	7/24/2024 19:13	Joined	Attendee
8cbd693d-def8-41f9-8375-f42aee47bebf	katie.freudberg@nashville.gov	Freudberg, Katie (MTA)	7/24/2024 19:46	Joined	Attendee
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829f2451-9de1-4df9-9206-8ec0fe87b66d	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/5/2024 18:43	Joined	Attendee
4e125350-a3fb-450b-8df5-609eee3c5580	Jim.Trogdon@aecom.com	Trogdon, Jim	8/5/2024 18:48	Joined	Attendee
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88915c17-fcc5-43b7-b21f-9579f0be0a0e	F1FCV@ferrovial.com	Helewa, Issam	8/6/2024 21:17	Joined	Attendee
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11b9f69a-2adc-4ee9-bb67-c94985415b6f	eboylan@nashvillechamber.com	Emily Boylan	8/6/2024 22:17	Joined	Attendee
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0466777c-22d6-4b3e-9f5d-0e42bc87b62a	JJ11273@tn.gov	Will Snyder	8/7/2024 13:11	Joined	Event Team Member
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22fa4bfc-6c64-4a03-a09e-aa2d7b512dc0	charles.widener@nashville.gov	Widener, Charles (MNPD)	8/7/2024 13:31	Joined	Attendee
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cb402224-55eb-41b8-bfdf-9d79c5ed59d9	JJ10241@tn.gov	Aurora Davenport	8/7/2024 13:58	Joined	Attendee
c4a596ca-c200-4229-ba7c-e0f7dd5161ba	daniel.newton@ad.dot.gov	Newton, Daniel (FHWA)	8/7/2024 13:59	Joined	Attendee
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348e8b46-7107-4759-99d2-98a773350fe1	frank.dubose@ad.dot.gov	DuBose, Frank (FHWA)	8/7/2024 13:59	Joined	Attendee
b944c636-a4c5-4d88-9535-5b88b8f54272	JJ03544@tn.gov	Shaun Armstrong	8/7/2024 14:00	Joined	Attendee
fd03f8b4-6c30-4569-a2f4-95e581aa2223	dan.freudberg@nashville.gov	Freudberg, Dan (MTA)	8/7/2024 14:00	Joined	Attendee
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5acad7d0-4dbd-4a98-9722-9cbc39f6487e	kmarsella_hntb.com#EXT#@tennessee.onmicrosoft.com	Kelly Marsella	8/7/2024 14:00	Joined	Attendee
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04bdc9f9-ee2c-4ca5-9615-fde431058a3c	JJ03435@tn.gov	Darell Bridges	8/7/2024 14:00	Joined	Attendee
e7c65348-c388-412d-a293-cb424d98b67b	raymond.jones@nashville.gov	Jones, Raymond (MNPD)	8/7/2024 14:00	Joined	Attendee
7e0e988e-a9ce-48ee-881b-5a01c268e389	dan.freudberg@nashville.gov	Freudberg, Dan (MTA)	8/7/2024 14:00	Joined	Attendee
60a3195f-3aac-4192-b8b0-bee77d3e3db1	JJ12129@tn.gov	Caleb Rogers	8/7/2024 14:00	Joined	Attendee
984c8194-429a-4fea-b898-f3c090107b28	frank.dubose@ad.dot.gov	DuBose, Frank (FHWA)	8/7/2024 14:00	Joined	Attendee
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03dd3556-b382-496d-af11-a6b38abfb40b	lydia.benda@nashville.gov	Benda, Lydia (MTA)	8/7/2024 14:01	Joined	Attendee
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b888103c-7c3e-4a8b-8421-bcb8ea50837e	JJ12152@tn.gov	John R. Davis	8/7/2024 14:02	Joined	Attendee
8c7b7b67-3cd7-45b3-add1-f810ed27c8db	chelsea.arvin@nashville.gov	Arvin, Chelsea (MTA)	8/7/2024 14:02	Joined	Attendee
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1f44915c-40a9-4d20-bc34-64e70fd17f9d	katie.freudberg@nashville.gov	Freudberg, Katie (MTA)	8/7/2024 14:03	Joined	Attendee
298cf091-8aba-4803-b7cf-48eea8a8d1a8	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/7/2024 14:03	Joined	Attendee
99976b7d-cdfc-49c9-a2aa-3b0d4abc90a7	brad.freeze@nashville.gov	Freeze, Brad (NDOT)	8/7/2024 14:04	Joined	Attendee
fad34d2b-dc07-46b7-9a95-b6d90e2340c0	JJ03544@tn.gov	Shaun Armstrong	8/7/2024 14:04	Joined	Attendee
546cd3d4-1449-430f-834b-eac014607fa6	sean.santalla@ad.dot.gov	Santalla, Sean (FHWA)	8/7/2024 14:04	Joined	Attendee
4aa194a9-83a7-41ea-9b09-e74373fcef53			8/7/2024 14:05	Joined	Attendee
2f275082-f4d3-42b8-9659-b06e3987bc3b	JJ07389@tn.gov	Joe Deering	8/7/2024 14:06	Joined	Attendee
54366257-59dd-4bef-947e-677ea0cae0de	lbotts@hntb.com	Lyndsay Botts	8/7/2024 14:06	Joined	Attendee
35d7af6e-34d4-4bdb-80c1-0657995ab7ea	jschultz@hntb.com	Jennifer Schultz	8/7/2024 14:06	Joined	Attendee
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7ea48423-81ec-419a-b851-e8b24c390ee9	JJ10284@tn.gov	Joshua Brown	8/7/2024 14:07	Joined	Attendee
94f65cef-f52a-43b1-8497-cd82673f5643	JJ10284@tn.gov	Joshua Brown	8/7/2024 14:08	Joined	Attendee
84e283e3-3018-4087-b14a-d77e5b71f9c0	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/7/2024 14:08	Joined	Attendee
f41c0a01-4663-4ca6-be85-a1711cc97aeb	jschultz@hntb.com	Jennifer Schultz	8/7/2024 14:10	Joined	Attendee
be9f9f9b-19db-4251-8498-41904cc004be	gknipper@hntb.com	Gay Knipper	8/7/2024 14:11	Joined	Attendee
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4affa1a5-b3b7-44f8-b251-40a4fe324a30			8/7/2024 14:14	Joined	Attendee
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50826e23-550e-489c-8e77-a3853c853658			8/7/2024 14:15	Joined	Attendee
92deb535-831e-49c3-a9da-d5383fe84e61	aswilliams_HNTB.com#EXT#@tennessee.onmicrosoft.com	Ashton Williams	8/7/2024 14:16	Joined	Attendee
64e29889-4b0a-45e8-9e62-9f6c83b450dc	joyriley@hntb.com	Joy Riley	8/7/2024 14:20	Joined	Attendee
55e52dd6-7827-400a-adde-f341060555fb	JJ05903@tn.gov	Will Reid	8/7/2024 14:29	Joined	Attendee
732fe9be-c841-4dd1-bc3a-ddc175545a0c	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	7/24/2024 14:18	Left	Attendee
037072cf-6bb9-4b80-87cf-3a733864d5a7	JJCT718@tn.gov	Julie Niedling	7/25/2024 12:09	Left	Attendee
44f85e5b-4c6f-4b58-aece-3fe6cd9f2f9e			7/24/2024 15:12	Left	Attendee
b70ea605-5954-4e5a-a932-477341951f02	JJ12161@tn.gov	Julia Law	7/31/2024 13:32	Left	Attendee
dda49789-7cd5-4065-9f24-18d24a8321d4	daniel.aldridge63@tnedu.gov	Daniel Aldridge	7/24/2024 18:13	Left	Attendee
e58cd3a5-959d-4735-ae55-53a5ffbd0de5	JJ01112@tn.gov	Craig Phillips	7/24/2024 19:13	Left	Attendee
8cbd693d-def8-41f9-8375-f42aee47bebf	katie.freudberg@nashville.gov	Freudberg, Katie (MTA)	7/24/2024 19:46	Left	Attendee
f4288cc3-8f6c-4b03-b078-dadc139ea56b	DI5Z317@tn.gov	Allen England	7/24/2024 19:56	Left	Attendee
21930698-238a-430a-9324-7a8787d3f786	rbalachandran@murfreesborotn.gov	Ram Balachandran	8/2/2024 1:41	Left	Attendee
829f2451-9de1-4df9-9206-8ec0fe87b66d	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/5/2024 18:43	Left	Attendee
64e9010a-5b07-4ef2-83f7-9b193971ceb5	JJ03435@tn.gov	Darell Bridges	8/5/2024 18:48	Left	Attendee
928f5884-3915-4030-b68d-6a56a120d6a9			8/5/2024 19:02	Left	Attendee
4e125350-a3fb-450b-8df5-609eee3c5580	Jim.Trogdon@aecom.com	Trogdon, Jim	8/5/2024 20:09	Left	Attendee
b5349445-189d-4bf4-a514-a7ee8be30c76	BG45060@tn.gov	Emma Bartolo	8/7/2024 14:31	Left	Attendee
88915c17-fcc5-43b7-b21f-9579f0be0a0e	F1FCV@ferrovial.com	Helewa, Issam	8/6/2024 21:17	Left	Attendee
468b4ac9-b716-44e0-aef9-a261a0898edc	JJ11764@tn.gov	Jay Klein	8/6/2024 21:53	Left	Attendee
11b9f69a-2adc-4ee9-bb67-c94985415b6f	eboylan@nashvillechamber.com	Emily Boylan	8/6/2024 22:18	Left	Attendee
a663e59f-398c-4a73-8aad-0d3796809dc9			8/7/2024 13:22	Left	Attendee
1b613ad5-ef5f-40c7-9b5f-5f172d7b83e0	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:24	Left	Attendee
62e55aeb-9eca-463a-9529-5679486c6a81	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:25	Left	Attendee
7f260319-1314-4299-af22-a2540b7419d4	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:27	Left	Attendee
5aef3e27-7dc5-40ed-862e-47e21fbeb107	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:28	Left	Attendee
11b95aec-b896-4ffe-acbb-37334b5a05f7			8/7/2024 13:29	Left	Attendee
7fd52fb0-a0f3-45f0-a814-35c980bb73d3	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:30	Left	Attendee
6f9c1efd-1fa5-40a3-b5d6-6dcc74885478	JJ11249@tn.gov	Rebekah Hammonds	8/7/2024 13:30	Left	Attendee
e43aed7d-0567-4401-a37b-f2f66df5aa5a	JJCT1054@tn.gov	TDOT ECR	8/7/2024 13:32	Left	Event Team Member
50f6f43b-59cd-4acb-ba0e-f7aae700e91e	JJ11249@tn.gov	Rebekah Hammonds	8/8/2024 18:50	Left	Event Team Member
0466777c-22d6-4b3e-9f5d-0e42bc87b62a	JJ11273@tn.gov	Will Snyder	8/7/2024 13:39	Left	Event Team Member
028d2e57-01eb-4f65-ab8e-a46b5dcdf85f	DI5Z317@tn.gov	Allen England	8/7/2024 13:40	Left	Attendee
2aab16ef-0721-4d71-89d4-3f8e6def1e78	DI5Z317@tn.gov	Allen England	8/7/2024 13:55	Left	Attendee

22fa4bfc-6c64-4a03-a09e-aa2d7b512dc0	charles.widener@nashville.gov	Widener, Charles (MNPD)	8/7/2024 14:21	Left	Attendee
cb402224-55eb-41b8-bfdf-9d79c5ed59d9	JJ10241@tn.gov	Aurora Davenport	8/7/2024 13:58	Left	Attendee
b944c636-a4c5-4d88-9535-5b88b8f54272	JJ03544@tn.gov	Shaun Armstrong	8/7/2024 14:00	Left	Attendee
05ee084a-43f0-4e20-ae8b-d74e93bde38d	JJ03544@tn.gov	Shaun Armstrong	8/7/2024 14:00	Left	Attendee
a999fb57-2cd0-4a28-8bd7-973f50bcec4e	JJ12112@tn.gov	Erica McKenney	8/7/2024 14:31	Left	Attendee
fd03f8b4-6c30-4569-a2f4-95e581aa2223	dan.freudberg@nashville.gov	Freudberg, Dan (MTA)	8/7/2024 14:00	Left	Attendee
348e8b46-7107-4759-99d2-98a773350fe1	frank.dubose@ad.dot.gov	DuBose, Frank (FHWA)	8/7/2024 14:00	Left	Attendee
84d0e270-2383-47cc-bf28-f53de122dbf6	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/7/2024 14:01	Left	Attendee
89d8a8e6-3804-4094-9910-897ef6768be0			8/7/2024 14:01	Left	Attendee
298cf091-8aba-4803-b7cf-48eea8a8d1a8	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/7/2024 14:03	Left	Attendee
8c73c831-796f-4d3d-b591-6d08b455787c	jschultz@hntb.com	Jennifer Schultz	8/7/2024 14:10	Left	Attendee
7ea48423-81ec-419a-b851-e8b24c390ee9	JJ10284@tn.gov	Joshua Brown	8/7/2024 14:48	Left	Attendee
35d7af6e-34d4-4bdb-80c1-0657995ab7ea	jschultz@hntb.com	Jennifer Schultz	8/7/2024 14:11	Left	Attendee
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e2ed0509-c373-4830-8837-199690723ec5			8/7/2024 14:26	Left	Attendee
03dd3556-b382-496d-af11-a6b38abfb40b	lydia.benda@nashville.gov	Benda, Lydia (MTA)	8/7/2024 14:30	Left	Attendee
04bdc9f9-ee2c-4ca5-9615-fde431058a3c	JJ03435@tn.gov	Darell Bridges	8/7/2024 14:30	Left	Attendee
55e52dd6-7827-400a-adde-f341060555fb	JJ05903@tn.gov	Will Reid	8/7/2024 14:30	Left	Attendee
94f65cef-f52a-43b1-8497-cd82673f5643	JJ10284@tn.gov	Joshua Brown	8/7/2024 14:30	Left	Attendee
60a3195f-3aac-4192-b8b0-bee77d3e3db1	JJ12129@tn.gov	Caleb Rogers	8/7/2024 14:31	Left	Attendee
83abdabb-6d98-46e7-ab20-3a9d45fbce30	ehartz@gnrc.org	Emery Hartz	8/7/2024 14:31	Left	Attendee
f41c0a01-4663-4ca6-be85-a1711cc97aeb	jschultz@hntb.com	Jennifer Schultz	8/7/2024 14:31	Left	Attendee
54366257-59dd-4bef-947e-677ea0cae0de	lbotts@hntb.com	Lyndsay Botts	8/7/2024 14:31	Left	Attendee
984c8194-429a-4fea-b898-f3c090107b28	frank.dubose@ad.dot.gov	DuBose, Frank (FHWA)	8/7/2024 14:31	Left	Attendee
927c1f58-f2ba-4e6c-9037-b05a5de05bb0	macmiller_hntb.com#EXT#@tennessee.onmicrosoft.com	Macy Miller	8/7/2024 14:31	Left	Attendee
be9f9f9b-19db-4251-8498-41904cc004be	gknipper@hntb.com	Gay Knipper	8/7/2024 14:31	Left	Attendee
5acad7d0-4dbd-4a98-9722-9cbc39f6487e	kmarsella_hntb.com#EXT#@tennessee.onmicrosoft.com	Kelly Marsella	8/7/2024 14:31	Left	Attendee
deb18207-3027-4734-aba3-ee462ead61e9	jkerr@murfreesborotn.gov	Jim Kerr	8/7/2024 14:31	Left	Attendee
975bb4d5-50c5-4a55-a734-600f39bc9379	barry.craft@nashville.gov	Craft, Barry (ITS)	8/7/2024 14:31	Left	Attendee
892f8ab3-8619-4065-9581-90a38c4904b4	JJ10241@tn.gov	Aurora Davenport	8/7/2024 14:31	Left	Attendee
558a7bb8-d5a2-4b8c-96d2-1a5808d9e8c3	felix.castrodad@nashville.gov	Castrodad, Felix (MTA)	8/7/2024 14:31	Left	Attendee
4aa194a9-83a7-41ea-9b09-e74373fcef53			8/7/2024 14:31	Left	Attendee
2f275082-f4d3-42b8-9659-b06e3987bc3b	JJ07389@tn.gov	Joe Deering	8/7/2024 14:31	Left	Attendee
c4a596ca-c200-4229-ba7c-e0f7dd5161ba	daniel.newton@ad.dot.gov	Newton, Daniel (FHWA)	8/7/2024 14:31	Left	Attendee
546cd3d4-1449-430f-834b-eac014607fa6	sean.santalla@ad.dot.gov	Santalla, Sean (FHWA)	8/7/2024 14:31	Left	Attendee
e7c65348-c388-412d-a293-cb424d98b67b	raymond.jones@nashville.gov	Jones, Raymond (MNPD)	8/7/2024 14:31	Left	Attendee
fad34d2b-dc07-46b7-9a95-b6d90e2340c0	JJ03544@tn.gov	Shaun Armstrong	8/7/2024 14:31	Left	Attendee
8c7b7b67-3cd7-45b3-add1-f810ed27c8db	chelsea.arvin@nashville.gov	Arvin, Chelsea (MTA)	8/7/2024 14:31	Left	Attendee
3a5206c6-037b-4a72-b592-6a08f3f4e134	JJ01112@tn.gov	Craig Phillips	8/7/2024 14:31	Left	Attendee
e66711c4-fd7e-4cbe-886c-10f6c631affd	JJ11273@tn.gov	Will Snyder	8/7/2024 14:31	Left	Event Team Member
a94645b3-fdc4-46fa-88b7-63a619754f65	F1FCV@ferrovial.com	Helewa, Issam	8/7/2024 14:32	Left	Attendee
99976b7d-cdfc-49c9-a2aa-3b0d4abc90a7	brad.freeze@nashville.gov	Freeze, Brad (NDOT)	8/7/2024 14:32	Left	Attendee
b888103c-7c3e-4a8b-8421-bcb8ea50837e	JJ12152@tn.gov	John R. Davis	8/7/2024 14:32	Left	Attendee
4dd4c94f-4669-4ac3-9afc-fe440bf43c7c	DI5Z317@tn.gov	Allen England	8/7/2024 14:32	Left	Attendee
631d337d-dd8b-4e0d-bac6-3e17346ce7aa			8/7/2024 14:32	Left	Attendee
e42629b2-bc19-464c-8e0e-92d6faa1ae34	JJ07019@tn.gov	Matthew Inyart	8/7/2024 14:32	Left	Event Team Member
7e0e988e-a9ce-48ee-881b-5a01c268e389	dan.freudberg@nashville.gov	Freudberg, Dan (MTA)	8/7/2024 14:32	Left	Attendee
87b90e54-d455-42b6-a8c9-587dd942893b	C322W@ferrovial.com	PITTENGER, JASON	8/7/2024 14:34	Left	Attendee
e5f5b00f-3907-41ad-8c7a-199571bbad23	rimon.hanna@nashville.gov	Hanna, Rimon (MTA)	8/7/2024 14:35	Left	Attendee
64e29889-4b0a-45e8-9e62-9f6c83b450dc	joyriley@hntb.com	Joy Riley	8/7/2024 14:39	Left	Attendee
43f831c6-a06d-4228-adb3-4e99d8b74ac7	JJCT1054@tn.gov	TDOT ECR	8/7/2024 14:41	Left	Event Team Member
84e283e3-3018-4087-b14a-d77e5b71f9c0	ktorring_HNTB.com#EXT#@tennessee.onmicrosoft.com	Kristen Torring	8/7/2024 15:58	Left	Attendee
1f44915c-40a9-4d20-bc34-64e70fd17f9d	katie.freudberg@nashville.gov	Freudberg, Katie (MTA)	8/7/2024 14:42	Left	Attendee
50826e23-550e-489c-8e77-a3853c853658			8/7/2024 14:50	Left	Attendee
92deb535-831e-49c3-a9da-d5383fe84e61	aswilliams_HNTB.com#EXT#@tennessee.onmicrosoft.com	Ashton Williams	8/7/2024 18:03	Left	Attendee

Source	Type	Identity	Timestamp	Conversation Id	Content
Attendee	Question	Issam Helewa (Webber LLC) (Unverified)	8/7/2024 14:18	9f9370ff-1ba1-4fe2-9c4c-5aec965bceed	I worked for Caltrans on the I-15 in San Diego it is a very good example (Great Idea for Tennessee), with the managed lane a very good point also is that riders who do not need to exit right away do not congest the local traffic. The managed lane is also worked North & South depending on traffic with a movable rail.
Attendee	Question	Jenny (Unverified)	8/7/2024 14:20	a2d7f99e-56ad-45a1-b021-789e54bf26d2	How much will it cost to use the Choice Lanes?
Attendee	Question	Anonymous (Unverified)	8/7/2024 14:22	48cdb066-de05-4692-8766-06b664cb2de7	Will the slides be available for download somewhere?
Attendee	Announcement	Jenny (Unverified)	8/7/2024 14:22	a46589f2-2102-4e37-aff6-00e704187d87	How much will it cost to use the Choice Lanes?
Attendee	Question	Frank from Murfreesboro (Unverified)	8/7/2024 14:22	41aa1d20-f079-42c4-ab01-1389bd615b34	This is great. Thanks!
Attendee	Announcement	Anonymous (Unverified)	8/7/2024 14:23	2955ce73-da26-4d68-9042-94da447a171e	Will the slides be available for download somewhere?
Attendee	Announcement	Frank from Murfreesboro (Unverified)	8/7/2024 14:23	ca24e314-82a1-4a91-be7e-d061bbcd161e	This is great. Thanks!
Attendee	Question	Anonymous (Unverified)	8/7/2024 14:23	91f37f2b-7734-48eb-aea1-0232b7837a08	What kinds of parameters and policies for the Choice Lanes would the TMA Board set, and are these specific to I-24 or general to include future choice lanes?
Attendee	Question	Issam Helewa (Webber LLC) (Unverified)	8/7/2024 14:23	ce2ab547-7a29-4c9a-bc5e-8074ed939d65	The managed lanes are also used as HOV lanes
Attendee	Question	Captain Raymond Jones MNPD Traffic (Unverified)	8/7/2024 14:24	b6bf561d-8bd9-4cb7-9bf3-b841aaacbd7b	Friendly reminder to get the choice lane fatal accident data from another choice lane city mentioned today.
Attendee	Announcement	Anonymous (Unverified)	8/7/2024 14:24	b9c9f6ce-8bc1-4d69-9c4b-58553f6b8629	What kinds of parameters and policies for the Choice Lanes would the TMA Board set, and are these specific to I-24 or general to include future choice lanes?
Attendee	Question	Anonymous (Unverified)	8/7/2024 14:25	13284d5b-84e9-456a-9404-50bd9106b52a	Could the cost to use the lanes vary depending on where you get on or off?
Attendee	Question	Jason P (Unverified)	8/7/2024 14:25	3c38e4d5-eedc-473b-bfb0-0402b4b88da7	Is it known yet how many segments or bid packages there will be for these projects?
Attendee	Announcement	Captain Raymond Jones MNPD Traffic (Unverified)	8/7/2024 14:25	f8a7de67-34a2-4e6a-812e-3281f2ab54d0	Friendly reminder to get the choice lane fatal accident data from another choice lane city mentioned today.
Attendee	Announcement	Issam Helewa (Webber LLC) (Unverified)	8/7/2024 14:25	b160df5e-668e-4b91-b452-f10ea93d2a48	The managed lanes are also used as HOV lanes
Attendee	Announcement	Anonymous (Unverified)	8/7/2024 14:26	26a56eab-500c-4dc6-a502-82966fb97a41	Could the cost to use the lanes vary depending on where you get on or off?
Attendee	Announcement	Jason P (Unverified)	8/7/2024 14:29	4d32f824-6148-4e28-b88d-04e8929d4c94	Is it known yet how many segments or bid packages there will be for these projects?
Attendee	Question	Anonymous (Unverified)	8/7/2024 14:34	c7c070bb-ef9b-42a4-97b0-6cc8d3f20160	Great information, thank you!

I-24 Southeat Choice Lanes Stakeholder Meeting #2

Questions from the Chat	**Answer**
How much will it cost to use the Choice Lanes?	
I worked for Caltrans on the I-15 in San Diego it is a very good example (Great Idea for Tennessee), with the managed lane a very good point also is that riders who do not need to exit right away do not congest the local traffic. The managed lane is also worked North & South depending on traffic with a movable rail.	
will slides be available for download?	Yes, slides will be sent via email after the presentation.
What kinds of parameters and policies for the Choice Lanes would the TMA Board set, and are these specific to I-24 or general to include future choice lanes?	
The managed lanes are also used as HOV lanes	
Friendly reminder to get the choice lane fatal accident data from another choice lane city mentioned today. - Cpt Metro PD Raymond Jones	
could the cost depend on where you get on/off	
is it known yet how many segments or bid packages there will be for these projects?	

APPENDIX A: STAKEHOLDER MEETING DOCUMENTATION & OUTREACH

POST-MEETING OUTREACH

November 2024

From: TDOT 24ChoiceLanes

Bcc: margedavis@scenictennessee.org; afowler; tec@tectn.org; Santalla, Sean (FHWA); DuBose, Frank (FHWA); WDWhite@TVA.gov; kajumba.ntale@epa.gov; wooten.jeremiah@gmail.com; Jim Kerr; Lydia.Benda@nashville.gov; mayor; angie.henderson@nashville.gov; kendra.abkowitz@nashville.gov; CouncilMembers@nashville.gov; joy.kimbrough@nashville.gov; kyonzte.toombs@nashville.gov; Jennifer.Gamble@nashville.gov; Mike.Cortese@nashville.gov; Sean.Parker@nashville.gov; clay.capp@nashville.gov; Emily.Benedict@nashville.gov; deonte.harrell@nashville.gov; Tonya.Hancock@nashville.gov; Jennifer.Webb@nashville.gov; Jeff.Eslick@nashville.gov; Erin.Evans@nashville.gov; Russ.Bradford@nashville.gov; Jordan.Huffman@nashville.gov; jeff.gregg@nashville.gov; Ginny.Welsch@nashville.gov; Terry.Vo@nashville.gov; Thomas.Cash@Nashville.gov; Jacob.Kupin@nashville.gov; Rollin.Horton@nashville.gov; Brandon.Taylor@nashville.gov; Sheri.Weiner@nashville.gov; Thom.Druffel@nashville.gov; brenda.gadd@nashville.gov; Jeff.Preptit@nashville.gov; Courtney.Johnston@nashville.gov; Bob.Nash@nashville.gov; David.Benton@nashville.gov; Tasha.Ellis@nashville.gov; Sandra.Sepulveda@nashville.gov; John.Rutherford@nashville.gov; Joy.Styles@nashville.gov; Antoinette.Lee@nashville.gov; Sandy.Ewing@nashville.gov; Jason.Spain@nashville.gov; smcfarland; bshacklett@murfreesborotn.gov; javerwater@murfreesborotn.gov; mscalesharris@murfreesborotn.gov; amaxwell@murfreesborotn.gov; kwade@murfreesborotn.gov; swright@murfreesborotn.gov; jcole@lavergnetn.gov; snoe@lavergnetn.gov; chaas@lavergnetn.gov; khobbs@lavergnetn.gov; dwaldron@lavergnetn.gov; asmith@lavergnetn.gov; me.reed@townofsmyrna.org; marc.adkins@townofsmyrna.org; hg.cole@townofsmyrna.org; tim.morrell@townofsmyrna.org; racquel.peebles@townofsmyrna.org; gerry.short@townofsmyrna.org; steve.sullivan@townofsmyrna.org; hgallik@nolensvilletn.gov; jsalamida@nolensvilletn.gov; dadams@nolensvilletn.gov; kcortner@nolensvilletn.gov; jmiller@nolensvilletn.gov; afrankel@landtrusttn.org; sierratnnews@gmail.com; admin@tnconservationvoters.org; alice@tenngreen.org; taptenn@gmail.com; katie@urbangreenlab.org; jspain@tntransit.org; surjnashville@gmail.com; rwbrooks@RJRG.net; tcla@thetransitalliance.org; wco@woodbinecommunity.org; Brett.howell@tncounties.org; rodney@tncountyofficials.com; anthonyholt1956@gmail.com; cindy.harrison@nashville.gov; lucy.kempf@nashville.gov; jgrider@nashvillesports.com; Jessica Hill; dcapparella@gnrc.org; tlee@gnrc.org; snorthfield@gnrc.org; ehartz@gnrc.org; kristin.mumford@nashville.gov; don.aaron@nashville.gov; chiefofpolice@nashville.gov; lflowers@murfreesborotn.gov; joseph.pleasant@nashville.gov; mmccluskey@murfreesborotn.gov; cmoews@lavergnetn.gov; Ronny Beasley; jason.irvin@townofsmyrna.org; Matt Perry; John Grinder; Travis Plotzer; Christopher Dye; bradley.jackson; psheehy@tbroundtable.org; brian.brockman@nissan-usa.com; david.sussman@nissan-usa.com; mkennedy@nashvillepredators.com; bonna@visitmusiccity.com; ccassetty@nashvilledowntown.com; Jeanette Barker; tturner@nashvilledowntown.com; downtown@downtownmemphis.com; bill.dunavant@dunavant.com; rschulz@nashvillechamber.com; platture@rutherfordchamber.org; katie.freudberg@nashville.gov; jeff.balser@vanderbilt.edu; brian.atwood@asurion.com; rdavis@nashvillesc.com; Andrew.Oppmann@mtsu.edu; vc.communications@vanderbilt.edu; Doug.Kreulen@flynashville.com; kguerra@titans.nfl.com; AStokely@titans.nfl.com; jmurphy@simon.com; Hirtzer, Mike (NDOT); murad.alqurishee@nashville.gov; Jim Kerr; carl.wilson; Barry.Craft@nashville.gov; Chip.Knauf; Brad.Freeze; jonathan.hemenway@townofsmyrna.org; Jason.Oldham@nashville.gov; chelsea.arvin@nashville.gov; Newton, Daniel (FHWA); tec@tectn.org; tom.rose; wesley@walkbikenashville.org; kbrown@lavergnetn.gov; Matt Fasig; Turner, Jesse (ITS); vivalasouthpark@gmail.com; Steve Townsend; Alex H. Denis; Bryan Ledford; Rebekah Hammonds; Matt Fasig; Ram Balachandran; mdietz@lavergnetn.gov; kbrown@lavergnetn.gov; murad.alqurishee@nashville.gov; Hirtzer, Mike (NDOT); ggreen1@LaVergneTN.gov; patricia.bragg@townofsmyrna.org; Vernon, Bailey (FHWA); NashvilleRegulatory@usace.army.mil; Tara Pedraza; David Salyers; Alicia Douglas; April Grippo; Daniel_Elbert@fws.gov; Jason.Edward Miller; Casey Parker; Joe Deering; Beth Emmons; Preston Elliott; Will Reid; Jay Norris; Lee.smith@tn.gov; Joshua Brown; jrdavis75@comcast.net; lmarchesoni@rcsotn.org; relliott@stansellelectric.com; mkeeney@mkeeney.com; Julia Law; Jay Klein; William.E.Worrall@usace.army.mil; travis.a.wiley@usace.army.mil; john_griffith@fws.gov; eric.washburn@uscg.mil; Patrick McIntyre; Holly M. Barnett; Roger McCoy; Sharon Schutz; aaron.friend; Knight, Rodney R; Arlisa.Armstrong@usda.gov; william.brown@ferc.gov; jloichinger@achp.gov; Stuart McWhorter; Charles Hatcher; Stephanie Kelly; Mark Ezell; Deniece Thomas; Cherrell Campbell-Street; contact@tndagc.org; FEMA-R4-Info@fema.dhs.gov; oretta.clemons@dot.gov; jigar.shah@energy.gov; leesmith0406@gmail.com; Craig Phillips; ldavidson@rutherfordcountytn.gov; anthonyjohnson@rutherfordcountytn.gov; carlboyd@rutherfordcountytn.gov; wayneirvin@rutherfordcountytn.gov; district16@rutherfordcountytn.gov; district18@rutherfordcountytn.gov; Olivia Leow; murfreesbororotary@gmail.com; Gwen@gwencole.com; maria@conexionamericas.org; pbeltran@cctenn.org; office@greaternashvillechurch.org; info@crosspoint.tv; office@theictn.org; office@antiochumc.net; office@allsaintstn.org; info@ctk.org; info@borocitychurch.com; info@churchatwoodbine.com; ken.moore@franklintn.gov; felix.castrodad@nashville.gov; Randy J. Jones; Darell Bridges; Jennifer Tribble; PITTENGER, JASON; bob.mendes@nashville.gov; Adam Perez; tabeer.taabur@tnkcc.org; shazle@nashvillechamber.com; dmortensen@nashvillechamber.com; jim.trogdon@aecom.com; msmith@thriveregion.org

Subject: I-24 Southeast Choice Lanes Stakeholder Meeting Recap

Date: Wednesday, August 14, 2024 9:45:20 AM

Attachments: 8-7-24 Stakeholder Meeting Slides.pdf
image001.png
Stakeholder Toolkit #2.docx



Thank you for your attending our second stakeholder meeting last week for the proposed I-24 Southeast Choice Lanes project. We appreciate your continued support and engagement. We have attached the slides that were presented during the meeting for those who could not attend. As we move forward, we want to remind you of the upcoming public meeting opportunities. These meetings are critical for gathering community feedback and ensuring the project considers the needs and concerns of all stakeholders.

Wednesday, August 14, 5 p.m.
Virtual Public Information Meeting
Join at 5 p.m. CT

Wednesday, August 21, 5 p.m. to 7 p.m.
Smyrna Event Center
100 Sam Ridley Parkway E, Smyrna, TN 37167

Wednesday, August 28, 5 p.m. to 7 p.m.
The Fairgrounds Nashville
401 Wingrove Street, Nashville, TN 37203

Thursday, August 29, 11 a.m. to 6 p.m.
Southeast Community Center
5260 Hickory Hollow Pkwy #202, Antioch, TN 37013

Additionally, we encourage you to share the attached stakeholder toolkit with your networks. This updated toolkit contains essential information about the project and ways for the community to get involved. Your help in spreading the word will ensure that we reach a diverse and representative audience. If you're looking for more information, we are happy to come to speak to your organization. Just request a speaker using this form.

Thank you once again for your commitment and support.

APPENDIX A: STAKEHOLDER MEETING DOCUMENTATION & OUTREACH

STAKEHOLDER TOOLKIT

November 2024

Stakeholder Toolkit

Interstate 24 Southeast Choice Lanes

https://bit.ly/I24-SE-ChoiceLanes

Introduction

The Tennessee Department of Transportation (TDOT) invites you to help spread the word about the Volunteer state's first proposed Choice Lanes project! The proposed I-24 Southeast Choice Lanes project would construct new, optional Choice Lanes on I-24 between Nashville and Murfreesboro. Choice Lanes are priced managed lanes, also known as express lanes in other states, that allow motorists to maintain reliable travel speeds and travel times even when the adjacent existing lanes are congested. By adding capacity to this heavily traveled roadway, TDOT expects operations to improve in this major growth area.

How To Use This Stakeholder Toolkit

Please feel free to use any of the information linked below in your organization's communication streams. Have questions? Please reach out to us at TDOT.24ChoiceLanes@tn.gov. If you're looking for more information, we are happy to come to speak to your organization. Just request a speaker using this form.

We thank you in advance for sharing this information with your audiences and look forward to sharing more information as it becomes available.

Sample Newsletter Content

Historic growth in Tennessee has increased traffic levels in the area resulting in chronic congestion. The Tennessee Department of Transportation's (TDOT) Congestion Studies estimate that the state would need $30 billion (2022) to address both urban and rural congestion in Tennessee. With the passing of the Transportation Modernization Act and authorization of Public Private Partnerships (P3), Choice Lanes are an emerging urban congestion solution now possible in Tennessee.

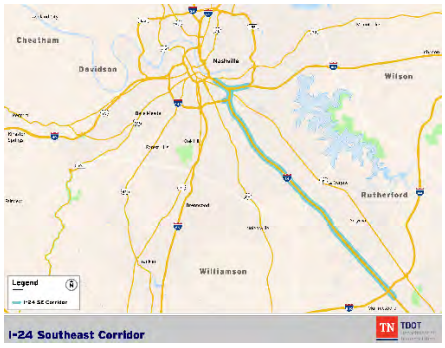
The state's first Choice Lanes are being proposed for I-24 between Nashville and Murfreesboro. The I-24 Southeast Choice Lanes project would construct new lanes and provide another option for motorists to bypass congestion with more reliable travel speeds even when the adjacent existing lanes are congested.

Additional benefits include:



The first opportunity to learn more about the proposed project will take place at public meetings in August. Stay tuned and visit TDOT's website: https://bit.ly/I24-SE-ChoiceLanes.

Sample Social Media Posts

Post Content	Image
More reliable trip times are coming to Tennessee! @mytdot 's first Choice Lanes project is proposed for I-24 Southeast between Nashville and Murfreesboro! #ChoiceLanes are new, additional lanes empowering motorists to make the best choice for their journey. https://bit.ly/I24 -SE-ChoiceLanes	 Downloadable link

Introducing Tennessee's first Choice Lanes project. ✨ #ChoiceLanes are new lanes that use pricing to proactively manage demand and provide travel time reliability. Check out what Georgia Express Lanes user, Peter Williams, has to say about how he appreciates the additional travel option in Georgia! @mytdot is committed to enhancing mobility so you spend less time in traffic, and more time doing what you enjoy. Learn more by visiting their website: https://bit.ly/I24-SE-ChoiceLanes	 Downloadable link

Stakeholder Toolkit

Interstate 24 Southeast Choice Lanes

https://bit.ly/24ChoiceLanes02

Introduction

The Tennessee Department of Transportation (TDOT) invites you to help spread the word about the Volunteer state's first proposed Choice Lanes project! The proposed I-24 Southeast Choice Lanes project would construct new, optional Choice Lanes on I-24 between Nashville and Murfreesboro. Choice Lanes are priced managed lanes, also known as express lanes in other states, which allow motorists to maintain reliable travel speeds and travel times even when the adjacent existing lanes are congested. By adding capacity to this heavily traveled roadway, TDOT expects operations to improve in this major growth area.

The Project team invites you to participate in one of the many opportunities we are providing for the public to learn about the project and provide feedback. We will host one virtual and three in-person meetings in August and have the materials posted to the I-24 Southeast Choice Lanes project website throughout the public comment period, which will be from August 14 to September 19.

Project Map



How To Use This Stakeholder Toolkit

Please feel free to use any of the information linked below in your organization's communication streams. Have questions? Please reach out to us at TDOT.24ChoiceLanes@tn.gov. If you're looking for more information, we are happy to come to speak to your organization. Just request a speaker using the form on our project website.

We thank you in advance for sharing this information with your audiences and look forward to sharing more information as it becomes available.

Sample Newsletter Content

Please share the content below in your newsletters, intranet or other publications to help educate your constituents, members and/or employees about the proposed project.

Newsletter Option #1 – Choice Lanes Overview

Historic growth in Tennessee has increased traffic levels in the area resulting in chronic congestion. The Tennessee Department of Transportation's (TDOT) Congestion Studies estimate that the state would need $30 billion (2022) to address both urban and ru ral congestion in Tennessee. With the passing of the Transportation Modernization Act and authorization of Public Private Partnerships (P3), Choice Lanes are an emerging urban congestion solution now possible in Tennessee.

The state's first proposed Choice Lanes would be new lanes added to I-24 between Nashville and Murfreesboro. The I -24 Southeast Choice Lanes project would construct new lanes and provide another option for motorists to bypass congestion with more reliable travel speeds even when the adjacent existing lanes are congested.

Additional benefits include:



TDOT is hosting public meetings this month, where you can learn more about the proposed project, view current proposed designs and more. This is a great opportunity to engage early and submit your feedback.



Visit TDOT's website for more information: https://bit.ly/I24-SE-ChoiceLanes.

Newsletter Option #2 – Invitation to Attend Public Meetings and Provide Feedback

The Tennessee Department of Transportation (TDOT) wants to hear from you! Tennessee's first proposed Choice Lanes project would construct new, optional Choice Lanes on I-24 between Nashville and Murfreesboro.

Public feedback on this proposed project is critical to the project development process. It's not only a vital part of the National Environmental Policy Act, or NEPA, but it also informs TDOT on how the project will affect the environment, which includes not only nature and animals, but also the people. TDOT needs Tennesseans to have a say in project decisions before they happen and is hosting four public meetings to give the public an opportunity to review project materials, including proposed concept designs, potential Choice Lanes access points and more.

Share your thoughts and speak directly with the project team by attending one of TDOT's public meetings in August or reviewing the project information on the project website.



Click here to download and print this flyer

The comment period will be open from August 14, 2024 – September 19, 2024. All project information will be available on the project website throughout the open comment period, too. Don't miss your chance to provide feedback on Tennessee's first ever proposed project!

Sample Social Media Posts

Please use the social media posts and images below on your own social media platforms to share information about the proposed project with your followers.

Post Content	Image
Mark your calendars! 🗓️ @mytdot is hosting public meetings for Tennessee's first #ChoiceLanes project and they want to hear from you! 🗣️ Learn more by visiting their website: https://bit.ly/24ChoiceLanes02	 Downloadable link
Public Meeting Alert ❗ @mytdot wants your feedback on the proposed I-24 Southeast Choice Lanes Project. There are FOUR meetings in August – you don't want to miss this! https://bit.ly/24ChoiceLanes02	 Downloadable link

More Information

Want to learn more about the I-24 Southeast Choice Lanes Project? Print out the resources below to share with your organizations, neighbors, friends and family. We have provided English and Spanish versions, but you can request other languages by contacting us at TDOT.24.ChoiceLanes@tn.gov or calling (615) 451-8039.

Project Rack Card

Project Fact Sheet

APPENDIX B. PUBLIC MEETING SIGN-IN SHEETS

APPENDIX B: PUBLIC MEETING SIGN-IN SHEETS

SMYRNA EVENT CENTER, AUGUST 21, 2024



TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 21, 2024

Name	Address	Phone	Email	Elected Official
Chris Huts	5324 Blackmard TN	6154826108		
Gregg Updike	6770 Forrest LaneMurfreesboro TN	6156634866	as1is1@outlook.com	
Kelly Purr		9496395119		
Mike Sparks	112 Woodland Drive Smyrna TN	615525398	mikesparks@gmail.com	
Charles Martin				
Felix Castrodad	430 Myatt Dr.	6158625626	felixcastrodal@nashville.gov	
Nathan Hudson	820 Freen Meadow L Smryna TN			
Rich Clifton	VA	7572433633		
Sam Coleman	138 Lasrol Hill Dr Smryna TN	6156046916		
Laura Polls	117 Lindsey Ln	7137036181	lauraebeth@gmail.com	
William Priecips	1603 Murfreesboro Pike	6158286429	william.pricillies@tn.gov	
Kevin Bunting	1603 Murfressboro Pike	5152676522	kevin.bunting@tn.gov	
Hunter Dylzrs			hunter.dylers@tn.gov	
John Couzalina	4625 Poplarwiid Rd Smryna TN	6159674301	jrolancolleen@bellsouth.net	
Roy Barger	121 Eastland Dr	6154062609	roylbarger@comcast.net	
Dale Littlefield	122 Brandon Ln	6156059903	dalittle@aol.com	
Rosemary Sadler	146 Hazlewood Ln La Vergne	6155006516	rosemaryjs4l@gmail.com	
Herman Ohea	3622 Sneil RdMurfreesboroTN	6154851563	hermanohea234@icloud.com	
Ford	3053 Stehart Creek Road MurfreesboroTN	6154285353	wford@yahoo.com	
Charles Kinge	205 Revrse Ct Smryna TN	6156922658	charles.kinge@townofsmyrna.org	
Barbara Pack	635 Huddlaston Rd	6159954893	leaderofthepack17@protonmail.com	
Teresa Vongkhamchanl	835 Spike Tul	6159954893	tkv1us@yahoo.com	
Missy Niktaut	902 Branum Ct	6159675106	misdolphin@yahoo.com	
Heather Kent			heather.kent@townofsmryna.org	
Tony Elkins	Washington D.C.		k.jospeh@meridialu	
Steve Steele	408 Division Smyrna TN	6154590808	stevesteele@comcast.net	
Dave Pupkiewiez		4047215050		
Dennis Shutt	197 Constitution Ave		dennissht@bellsouth.net	
Jim Leurr	1800 W Trimple Rd	6156423276	jleurrlmurfreesboro@tn.gov	
Cody Mithcell	511 Williamsport Dr Smryna TN	931251546	codymitchell@jacobs.gov	
Kyle Peters	1302 Bayberry Ct Murfreesboro TN	6158284467	k.peters@ranso.com	
Kevin Rigsby	315 S Lowry St Smryna TN		kevin.rigsby@townofsmryna.com	
John Black	10G Triunole St Murfreesboro TN	6159434478	johnb@smrynaairport.com	
Phil Randall	135 Brinkwood		phillip.ryanall@nashville.gov	
Jared Haas	405 Candiags Way Mt. Juliet TN	2707799811	jared.haas@parsons.com	
Jama Hohamed	2637 Mesa Dr Nashville, TN	6158523799	jama4district29@gmail.com	
Logan Manis	5307 Pointer Pl MurfreesboroTN	6152954517	logansmanis@gmail.com	
Vanessa Haley	902 Peachtree Dr SmyrnaTN	6153082036	vanessa.haley09@comcast.net	
Corby Collins	Murfreesboro, TN	6159624721	corby.collins.27@gmail.com	
Eddy Tune	933 Avery Vly Dr, SmyrnaTN	6159432809	edtune615@gmail.com	
Jon Zirkle		6153504259	jon.zirkle@tn.gov	
Steve Field		6153504259	sfield@rkk.com	
Cathy Smith				
Jonathan	4643 Maryweather Ln	6158871454		
Luis Mata	La VergneTN		luis@voteluismata.com	
Amelia Pant	246 Daly Drive	6159551426		
Steve Sullan		6155859603		
Patricia	701 Draperstown	6155562391		
Steve Lee	1010 16th Ave South NashvilleTN	6152108084	steve-lee@cumberlandheghts.org	
Colleen Conzalina	4625 Poplar Wood Rd NashvilleTN	6152108084		
Bernice Lihleried	122 Brandon Trail	6153193270		

Mike Pellegrino	106 Wilshire Dr Franklin TN	6158813321	pellegrino@comcast.net	
Brandon Thomas	6654 Scenic Dr	6158698878	brandonthomas@yahoo.com	
Joseph Iugaus	Murfreesboro TN	6158094440	ohsrotc07@yahoo.com	
Ken Kuzkpatrick			martyk1234@bellsouth.net	
Michelle Crocky	419 Westwood Dr			
Mike Moss		6152604960		
Richard Sullivan	151 Shamrock Meadows Ln Nolensville TN	615455873	rksulli@gmail.com	
Betty Guffey	101 Hunterwoods Ct.	8656039935		
Ron Alley	6310 Lee Ave	6153496093	ronalley@gmail.com	
Mary Esther Reed	135 Sugar Creek Ln	6152104196	me.reed@townofsmyrna.org	x
Kevin Hope Oliver	507 Mable Mason Cove La Vergne TN		mshope65@gmail.com	
Charles Thatcher	125 Nelson Drive		cthatch@aol.com	
Mark Cu	2109 A Scott Ave	6155199294		
LaToniza Pritchard		6157472395	latoniza.pritchard@nashville.gov	
Denisha Jones			danisharjones@gmail.com	
Bill Landry	3405 Long Shadow Ct	6154823410	blandry901@comcast.net	
Racquel Peebles	103 Deer Road	6155545662	racquel.peebles@townofsmyrna.gov	
Kristi Worrell		6155566207	kristiworrel@hotmail.com	

*14 attendees did not sign in

APPENDIX B: PUBLIC MEETING SIGN-IN SHEETS

FAIRGROUNDS NASHVILLE, AUGUST 28, 2024

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

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
FERNANDO QUIJANO	9600 GREAT HILLS	5124973591	FQUIJANO@FERROVIAL.COM	
JEN HARRIS	6220 BARBARY SLA	615 973 5537	JHARRIS@LAMAR.COM	
NICK DIBARTOLO	359 JULIANNA CIR, 37064	615.598.1553	NICK.DIBARTOLO@ROGERSGROUPINC.COM	
JOHN RAY CLEMMONS	2501 OAKLAND AVE 37212	615 741 4410		✓
JOSH MABRAY	9600 GREAT HILLS	512-413-1842	jmabray@cintra.us	
RONNIE BUTLER	2601 JOPLIN DRIVE		tn615@outlook.com	
RICHARD CLIFTON			RDC86HOKIE@GMAIL.COM	
PABLO DEL MONTE	3490 PIEDMONT RD	817-470-9498	PDELMONTE@FERROVIAL.COM	
SHANDE REAGON	106 COBBLESTONE PL. P 37072	6154972986	✓	
JEFF HAMMOND	5248 FRANKLIN PIKE CIR	615 979-7914	jeffhammond@burchtransportation.com	

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
Tom Fox	44 Vantage Way	901-871-7416	tfox@gnrc.org	
Kenneth Clifton	500 Bounty Dr.	615-871-0801		
Deonte Haywh	3852 Park Royal Cir	615-403-3544	Deonte.Haywood@nashville.gov	✓
Bruce Lynn	682 Hamilton Ave	615-934-6504	j.r.lynn@comcast.net	

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

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
Bill Rush	1993 Southerland Ave Nashville, TN 37207	615-513-3870 (c) 615-228-5500 (H)	brush@lamar.com	
Will Stout		615-961-5262	wstout@winstead.com	
Andrew Littlefield	Smyrna	—	—	
Nate Patel	714 Spence Lane Nashville, TN	615-366-691	npatel12@gmail.com	
Jonathan Rarick	100 Blackstone Pl Nashville TN 37216	615-294-0480	jonathanrarick@gmail.com	
Queen Barks	6688 Nolensville Rd STE 108-87 Brentwood, TN 37027	615 460 2864	balhart trucking@gmail.com	
Fred Clark JR	6688 Nolensville Rd Brentwood, TN 37027	6156069342	Balhart trucking@gmail.com	
John Meek	1946 Granberry Park 37027	9316245506	johnarthur@bellsouth.net	

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
ENRIQUE ALDECOA			EALDECOA@FERROVIAL.US	
Chad Pollard	American Fork Utah	801 836 5723	chad.pollard@rlcc.com	

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
EJ JUANDA	AUSTN	972.207.3119	EJUANDA@RKCI.com	
WILL BARBOUR	MELROSE, TN	423-429-8078	WBARBOUR1@GMAIL.COM	

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Wednesday, August 28, 2024

Name	Address	Phone	Email	Elected Official (✓)
JAVIER HIDALGO	270 PIEDMONT RD. ATLANTA (GA)	5715369395	javierhidalgo@fennoy.com	
SEAN Murdock	100 Creekwood Dr		Seanmurdock615@gmail.com	
Dan Burns	152 Lake Park Dr 37211		info@restoreretirement nashville.com	
Burton Butler	2601 Malden Dr	615-833-5612		
BEN VAUGHT	601 Press Pl 37205	615-692-2429	BAVAUGHT43@GMAIL.COM	
Charlane Oliver				✓
Freddy Miller			freddymill222@gmail.com	

APPENDIX B: PUBLIC MEETING SIGN-IN SHEETS

SOUTHEAST COMMUNITY CENTER, AUGUST 29, 2024

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Thursday August 29, 2024

Name	Address	Phone	Email	Elected Official (✓)
JO LORENTS	SOME 2008 WALLOPDALE	(615) 496-2772	—	
Alice Reid	225 Pepper Ridge Antioch 37013			
Denzel Koranteng				
Salah OSman	3124 old Franklin RD Antioch TN 37013	6154795096	Salah usth@gmail.com	
RODNEY YOUNG	2321 OLD FRANKLIN RD ANTIOCH TN 37013		rkyoung26@GMAIL.com	

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Thursday August 29, 2024

Name	Address	Phone	Email	Elected Official (✓)
DAN	Cane Ridge	615-482-6200		
Holmes	11	11		
Sam Coleman	138 Laurel Hill Rd Smyrna Tn 37167	615-604-6916	samcoleman bobparks @gmail.com	
Anthony Cook	849 Dover Glen Dr 37013	850-582-3933	anthony.coon@gmail.com	

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

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Thursday August 29, 2024

Name	Address	Phone	Email	Elected Official (✓)
DEBORA LORENSON	2009 WAGONDALE 37013	(615) 429-4424	LORENLIGHTS@GMAIL	
BOB & JUDY BOARD	2564 TREETOP DR.	615-973-5529	ROBERT_BOARD@COMCAST.NET	
Kellin Brum	421 E Thompkinsville Ave Nashville	615-578-3114	talksmithkelvin17@gmail.com	
PATRICK LEAP	525 MARRIOTT DR NASHVILLE	615-477-6935	PLEAP@RKK.com	
Richard Clifton			RDC861bkie@gmail.com	
Grathchell Jordan	7213 Santee lah Way Antioch	615-290-6712	grannie gret@yahoo.com	
Brian Dill	3269 Clapham Rd Antioch TN 37013		brian.dill@comcast.net	
RICKY KING	2623 EDGE O LAKE DR 37217	615-480-5036	rking419@comcast.net	
CEDRIC R				
Abel Rashad	4076 Mollis Hill Dr	615-554-3655	abl1212@hotmail.com	

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

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Thursday August 29, 2024

Name	Address	Phone	Email	Elected Official (✓)
Faye Pulse	4716 Reischa Dr. Nashville 37211	615-832-9165	fadepulse@aol.com	
LIZ DUDAS	5369 SUNNYDALE DR ANTIOCH TN 37013			
Lorraine Vancamp	255 Sunrise Ave Nashville, TN 37211	615-975-9780	ghm.lvancamp@gmail.com	
Jim Bivens	200 Overby Dr Antioch TN	615-574-1391	jobgjbivens@gmail.com	
TERRY SIMS	4011 APACHE TRAIL ANTIOCH	615-834-1747		
Jeanette Goggins	808 Colo Place Antioch	615-941-4653		
Jason Oldham		615-987-1596	Jason.oldham@dot.gov	
SEAN SANTALLA		615-781-5970	SEAN.SANTALLA@DOT.GOV	
Jeff Daniel	300 Fieldcrest DR 37211			
Vickie Starks	1616 Peppertree Ct. Antioch	615-337-6580	vickie.starks@gmail.com	

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TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes

Thursday August 29, 2024

Name	Address	Phone	Email	Elected Official (✓)
JEREMIAH WOOTEN	1828 Wild Oaks Ct	615-598-3435	wooten.jeremiah@gmail.com	
Kiersten Collier	300 Church Hampton Place Unit 314, Antioch	(615) 347-4896	Kierstencollier@gmail.com	
Dynamon Davis				
Jr Grimes	2813 Linden Lights	615-260-8480	Jgrimes-fortnet.com	
Charles T. Fisher	4524 Highland Ridge Dr Antioch	615 496-8038	ctfisher@bellsouth.net	
Jessica Acar	1905 Peaceful Brook	615-967-0802	dabestjazar@gmail.com	
CHRIS MOSS	2993 Brantley DR Antioch 37013	410.299.1234	CHRISMOSS8@YAHOO.COM	
Kelvin Graves	1382 Rural Hill Road Unit 367	615-604-9363	Kgrock2007@outlook.com	

APPENDIX C. PUBLIC MEETING SERIES PHOTOS

APPENDIX C: PUBLIC MEETING SERIES PHOTOS

SMYRNA EVENT CENTER, AUGUST 21, 2024

Smyrna Event Center: August 21, 2024

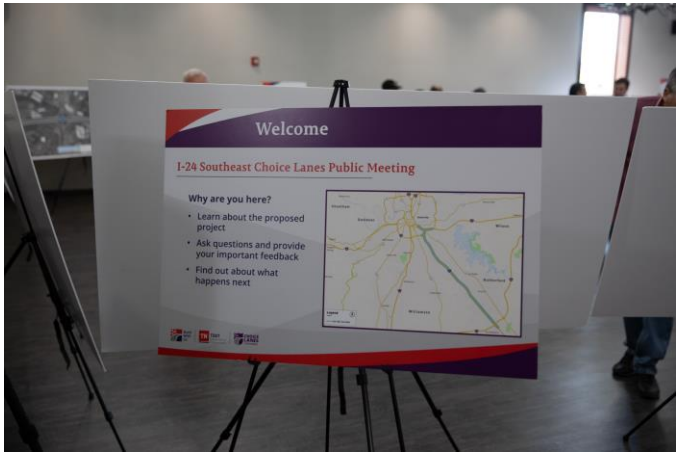








Smyrna Event Center: August 21, 2024





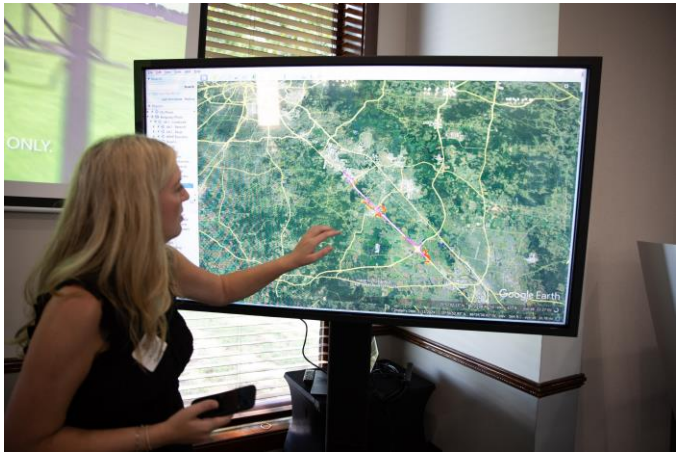




Smyrna Event Center: August 21, 2024





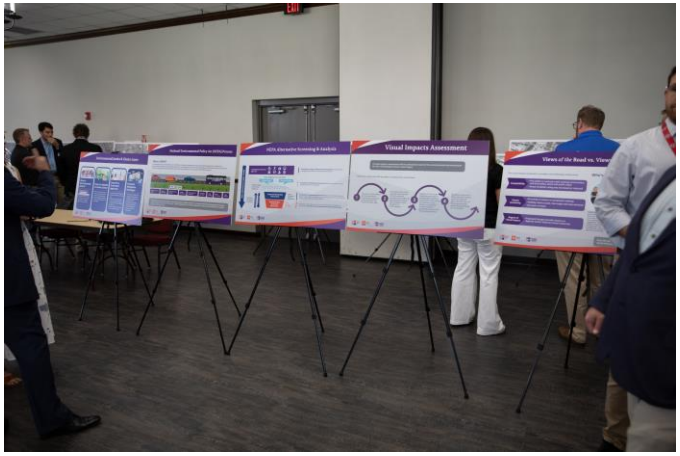




Smyrna Event Center: August 21, 2024





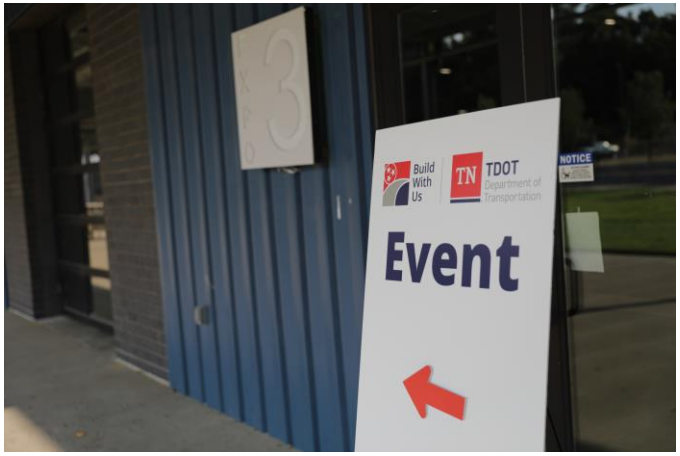


APPENDIX C: PUBLIC MEETING SERIES PHOTOS

FAIRGROUNDS NASHVILLE, AUGUST 28, 2024

November 2024

Fairgrounds Nashville: August 28, 2024

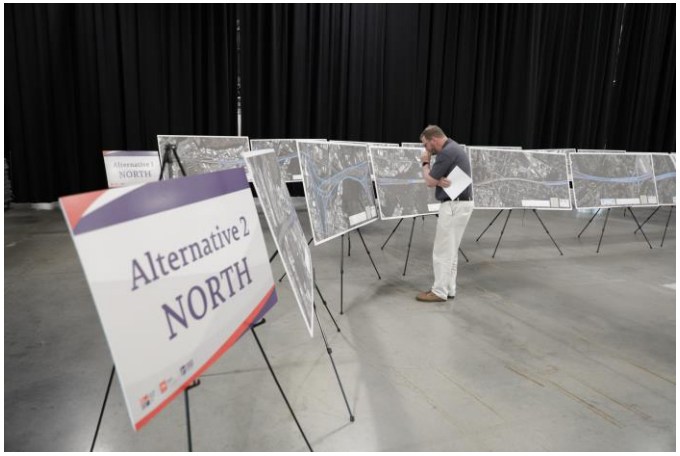






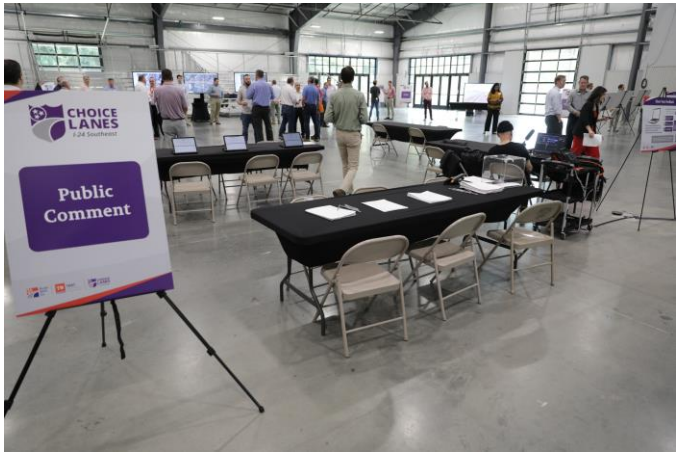


Fairgrounds Nashville: August 28, 2024







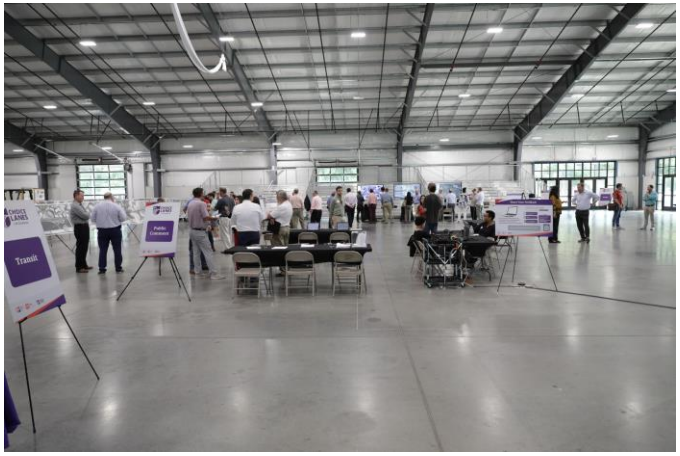


Fairgrounds Nashville: August 28, 2024









APPENDIX C: PUBLIC MEETING SERIES PHOTOS

SOUTHEAST COMMUNITY CENTER, AUGUST 29, 2024

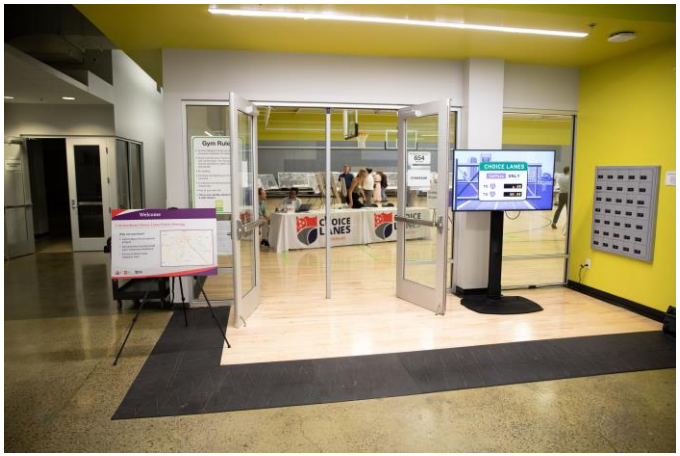
DRAFT - DELIBERATIVE

Southeast Community Center: August 29, 2024



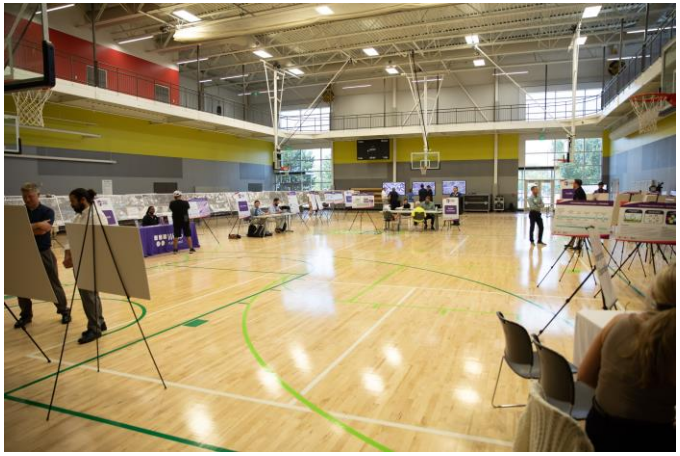




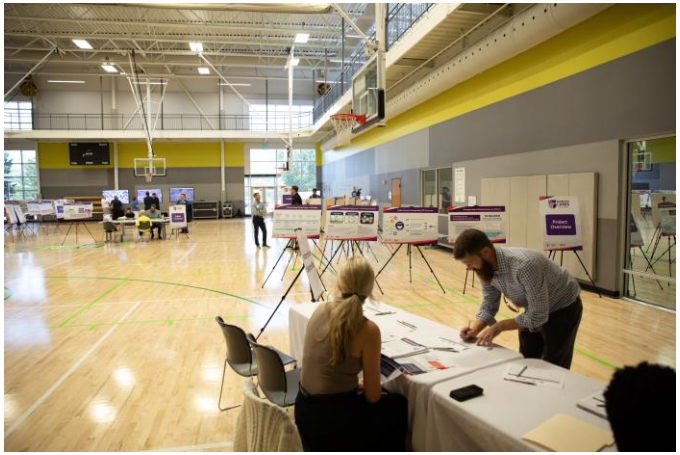


Southeast Community Center: August 29, 2024









Southeast Community Center: August 29, 2024









Southeast Community Center: August 29, 2024









APPENDIX D. NOTICES PROVIDED

APPENDIX D: NOTICES PROVIDED

LEGAL ADS

TENNESSEE PRESS SERVICE
Your Print & Digital Connection Representing Tennessee Newspapers
865.584.5761 tnpress.com

Tennessee Press Service, Inc.

Your Print & Digital Connection
Representing Tennessee Newspapers
412 N Cedar Bluff Rd, Suite 403
Knoxville, TN 37923
Voice (865) 584-5761 Fax (865) 558-8687

Invoice

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

Invoice Date 8/28/2024
PO Number
Order S24.6143

Client TDOT Community Relations Division
Reps State Earl Goodman

Vendor

Run Date	Ad Size	Rate Name	Rate	Color Rate Name	Color Rate	Discount	Total
Murfreesboro - The Daily News Journal							
7/31/2024	3 x 8	Public Notice Classified	$32.13		$0.00	0.0000 %	$771.12
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/7/2024	3 x 8	Public Notice Classified	$32.13		$0.00	0.0000 %	$771.12
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/14/2024	3 x 8	Public Notice Classified	$32.13		$0.00	0.0000 %	$771.12
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/21/2024	3 x 8	Public Notice Classified	$32.13		$0.00	0.0000 %	$771.12
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
Murfreesboro - The Murfreesboro Post							
7/30/2024	3 x 8	Classified Local	$14.25		$0.00	0.0000 %	$342.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/13/2024	3 x 8	Classified Local	$14.25		$0.00	0.0000 %	$342.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/20/2024	3 x 8	Classified Local	$14.25		$0.00	0.0000 %	$342.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
Nashville - The Ledger							
8/2/2024	0 x 0	Public Notice Classified	$275.00		$0.00	0.0000 %	$275.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/16/2024	0 x 0	Public Notice Classified	$275.00		$0.00	0.0000 %	$275.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/23/2024	0 x 0	Public Notice Classified	$275.00		$0.00	0.0000 %	$275.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
Nashville - The Tennessean							
7/31/2024	3 x 8	Public Notice Classified	$139.00		$0.00	0.0000 %	$3,336.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford						

PLEASE REMIT PAYMENT TO: Tennessee Press Service, 412 N Cedar Bluff Rd,Suite 403 Knoxville, TN 37923

We appreciate your business! TERMS: Due Net 30 Days

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Registered to: Tennessee Press Service

TENNESSEE PRESS SERVICE
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Tennessee Press Service, Inc.

Your Print & Digital Connection
Representing Tennessee Newspapers
412 N Cedar Bluff Rd, Suite 403
Knoxville, TN 37923
Voice (865) 584-5761 Fax (865) 558-8687

Invoice

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

Invoice Date 8/28/2024
PO Number
Order S24.6143

Client TDOT Community Relations Division
Reps State Earl Goodman

Vendor

Run Date	Ad Size	Rate Name	Rate	Color Rate Name	Color Rate	Discount	Total
	Counties						
8/14/2024	3 x 8	Public Notice Classified	$139.00		$0.00	0.0000 %	$3,336.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						
8/21/2024	3 x 8	Public Notice Classified	$139.00		$0.00	0.0000 %	$3,336.00
Caption	TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes - Davidson and Rutherford Counties						

Please note the updated remittance address for Tennessee Press Service:
412 N. Cedar Bluff Road, Suite 403
Knoxville, TN 37923
The accounting P.O. Box in Clarksville has been closed.

Total Advertising	$14,943.48
Discounts	$0.00
Misc. Charges	$0.00
USA Tax	$0.00
Total Invoice	$14,943.48
Payments	$0.00
Adjustments	$0.00
Balance Due	$14,943.48

PLEASE REMIT PAYMENT TO: Tennessee Press Service, 412 N Cedar Bluff Rd,Suite 403 Knoxville, TN 37923
We appreciate your business! TERMS: Due Net 30 Days

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412 Cedar Bluff Rd., Suite 403
Knoxville, TN 37923
Voice (865) 584-5761 Fax (865) 558-8687

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 **"TDOT to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes – Davidson and Rutherford Counties"** in the list of newspaper(s) on invoice **S24.6143** 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-third day of August, 2024

Alisa Subhakul

Alisa Subhakul, Junior Media Buyer

EARL GOODMAN
STATE OF TENNESSEE
NOTARY PUBLIC
KNOX COUNTY

Sworn before me this 23rd day of August, 2024

Earl Goodman

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

Classifieds

To Advertise, visit our website: Classifieds.dnj.com
& Public Notices/Legals email: Publicnotice@tnmedia.com
& Business & Services email: Dnjbusserv@gannett.com
& To post job openings visit: Dnj.com/jobs

VISA

TO ADVERTISE
Visit Our Website:
Classifieds.dnj.com

Adopt Me Pets

Domestic Pets





Golden Retriever Puppy
AKC Female Golden Retriever, 11 weeks old. Started on potty training, crate trained, loves to play. Will make an awesome family dog. She has had her first shots, and her Distemper Parvo, Corona with Kennel Cough booster. Looking for a forever home in Murfreesboro. Interested? Call/text 615-[illegible]



Chestnut Crested Patin Macaw Loyal, sweet, playful parrot. Perfect Pet. Do not crop. Bird is Stock Photo 3-8 years old. Cage/Breeder [illegible]

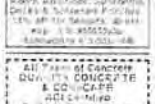
Lost - Pets

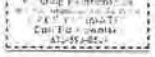
Professional Service

Home Improvement



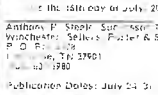


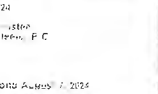




Community Announce







Your Source Public Notices

for the state... for the town... for the county...

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties



SUCCESSOR TRUSTEE'S NOTICE OF SALE

ANTHONY [illegible] STEELE is [illegible] Successor Trustee of a Deed of Trust executed on January 30, 2018, by SAMMIE L. CHAMBLISS, a single person, [illegible] Deed of Trust, of record in the Register's Office of Rutherford County, Tennessee, at Book 7174, Page 1227 (the "Deed of Trust"). The Successor Trustee will sell the property described below for cash at a public sale open to the public at the courthouse door of the Rutherford County Courthouse, Murfreesboro, Rutherford County, Tennessee, which is the place of sale of property in said county, by virtue of the Deed of Trust and under the Indebtedness. Truist Bank, successor by merger to SunTrust Bank.

Sale Date and Location: August 21, 2024, at 10:00 a.m. at the entrance of the Old Rutherford County Courthouse at the Public Square, Murfreesboro, Rutherford County, Tennessee, or as soon thereafter as the sale shall be conducted by code or chain of certain hours immediately, which conditions of the sale.

Property Description: Abbreviated description per TCA 35-5-101(b)(13): [illegible] is the property referenced in the Deed of Trust and described below of record [illegible] Page 1227, and commonly known as 215 McNeil Drive, Murfreesboro, Rutherford County, TN 37129.
Property Address: 215 McNeil Drive, Murfreesboro, Rutherford County, TN 37129.
Tax Map Identification No.: 076D A 043.00 (However, the property description shall control in the event of any inaccuracies between the description and address of tax identification).

Parties Interested: NONE KNOWN.

All sales of Property are AS IS and WHERE IS, without representation or warranty as to merchantability or fitness for a particular purpose of any kind, except as to title and authority to convey.
The sale of the described property is subject to all matters shown in any recorded plat; any [illegible] restrictions, easements, [illegible] and conditions of record; [illegible] and taxes, if any; and any prior liens or encumbrances of record including, but not limited to, that certain Deed of Trust benefiting Wells Fargo Bank, N.A. of record in Book 7466, Page 1622, with Assignment to Selene Finance LP, of record in Book 8240, Page 1430, appearing in the Register's Office of Rutherford County, Tennessee.
The right is reserved to postpone 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.

THE PURPOSE OF THIS COMMUNICATION IS TO COLLECT THE DEBT AND ANY INFORMATION OBTAINED AS A RESULT WILL BE USED FOR THAT EXPRESS PURPOSE. ONLY THIS COMMUNICATION IS FROM A DEBT COLLECTOR.

This the 18th day of July, 2024.

Anthony P. Steele, Substitute Trustee
Winchester, Sellers, Foster & Steele, P.C.
P.O. Box [illegible]
[illegible], TN 37901
[illegible]

Publication Dates: July 24, 31, and August 7, 2024

Auctions

BRICK HOME

ABSOLUTE AUCTION

SAT., AUGUST 3, - 10 AM

LOCATION: [illegible] Hoover Drive, Smyrna, TN
DIRECTIONS: From I-24 [illegible] (Exit 60) to 53 [illegible] to [illegible] Drive. [illegible]



This [illegible] home contains living room, kitchen and [illegible] bedrooms, one bath, laundry room, and one half bath. 1,250 sq.ft. (per tax record.) Hardwood floors in [illegible] and bedrooms. Needs some [illegible].

GO TO LARRYHUBBELL.COM FOR ADDITIONAL PICTURES

TERMS: [illegible] cashier's check day of sale. [illegible] deposit [illegible] sale.
TAXES: Prorated to POSS. With [illegible] to be conveyed by tax deed. Taxes paid [illegible], 2024.

DO YOU HAVE YOUR HOME LISTED?
Are you considering selling your home? Contact us for a free no obligation information consultation.

LARRY HUBBELL
REALTY & AUCTION SALES
[illegible] Church Street • Columbia, TN 38401
OFFICE: 931-388-5555
BROKER & AUCTIONEER
[illegible]

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Daily News Journal

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Classifieds

To Advertise, visit our website: Classifieds.dnj.com
Public Notices/Legals ema l: Publicnotice@tnmedia.com
Business & Services ema: Dnjbusserv@gannett.com
To post job openings, visit: Dnj.com/jobs

VISA

TO ADVERTISE
Visit Our Website
Classifieds.dnj.com

Adopt Me
Pets
at your favorites

Domestic Pets



Golden Retriever Puppies AKC female golden Retriever. 11 weeks old. Started on potty training. Great for kids. Moderate size. Knows sit, down, and speak. $1,000 or best offer. Email me at [redacted] for more information. Located in Murfreesboro. Pictures will be sent.

Lost - Pets



Christian Crested Petite Maltese, last seen on 12 at Publix Parking Lot on Old Fort Pkwy in South Ridge section of Murfreesboro, TN. Answers to [redacted]. Please call [redacted]

Professional Service

Home Improvement

[redacted]

MY-BRAN HOME SERVICES
[redacted]

All Types of Concrete
QUALITY CONCRETE & CONSCAPE
[redacted]
FREE ESTIMATES
Ed Rowden
615-593-9131

10194705

NOTICE OF SALE

[redacted] Successor Trustee's NOTICE OF SALE

[redacted] Deed of Trust recorded on [redacted] 2015, in SAMANTHA L. CHAPMAN, a single person. The deed of trust appears of record in the Register's Office of Rutherford County, Tennessee, at Book [redacted] Page 1021, [redacted] of Trust. The undersigned Substitute Trustee will sell the property described below to the highest bidder at the foreclosure sale relying on the [redacted] Deed of Trust and appointment of Successor Trustee recorded in Instrument [redacted] Book.

Sale Date and Location: Acquired [redacted] of the property [redacted] the Old Rutherford County Courthouse, [redacted] Public Square, Murfreesboro, Rutherford County, Tennessee, at [redacted] The terms of sale shall be as follows: [redacted] or certified funds [redacted] sale.

Property Description: Abbreviated legal description: [redacted] as the property conveyed in the Deed of Trust described above, or Parcel ID [redacted], commonly known as: 915 Mcneil Drive, Murfreesboro, Rutherford County, TN 37129

Property Address: 915 Mcneil Drive, Murfreesboro, Rutherford County, TN 37129

Tax Map Identification No.: 059O-A-045.00 [redacted]

Parties Interested: None known.

All sales: Property are "AS IS" and "WHERE IS" without representation or warranty as to merchantability or fitness for a particular purpose or the title and except as to title and the right to convey.

In case of the deed of trust property is subject to all matters of [redacted] recorded plus any [redacted] taxes, [redacted] restrictions, easements, set backs, [redacted] or [redacted] property. Sale may close prior to as may appear in the [redacted] Deed of Trust. Purchaser limited to that person's Deed of Trust [redacted] Wells Fargo Bank [redacted] of record [redacted] [redacted] Assignment to Servicer Loc. Servicing, LLC or Deed, Book 2[redacted] Public [redacted] Register's Office for Rutherford County, Tennessee. The right is [redacted] to adjourn [redacted] day of the [redacted] further notice, time and place, except [redacted] upon announcement at the time and place of the sale set forth above.

THE PURPOSE OF THIS COMMUNICATION IS TO COLLECT THE DEBT AND ANY INFORMATION OBTAINED AS A RESULT WILL BE USED FOR THAT EXPRESS PURPOSE ONLY. THIS COMMUNICATION IS FROM A DEBT COLLECTOR.

This the 16th day of July, 2024.

[redacted] Trustee
[redacted] Shelton, Hazlett & Snyder, P.C.
P. O. Box 2429
Knoxville, TN 37[redacted]
(865) 549-[redacted]

Publication Date: July 24, [redacted] and August 7, 2024

Public Notices

10193716

STATE OF MINNESOTA IN DISTRICT COURT
[redacted] DIVISION
COUNTY OF CROW WING [redacted] JUDICIAL DISTRICT
Case Type: Dissolution of Children
[redacted]

In Re the Marriage of:
Tiffany Sue [redacted]
Petitioner,
and
Cammie Rae [redacted]
Respondent.

TO: CAMMIE RAE LA MENCE, ABOVE-NAMED RESPONDENT. ADDRESS UNKNOWN.
YOU ARE HEREBY SUMMONED and required to serve upon Petitioner's attorney an answer to the Petition for Dissolution of Marriage which is herewith served upon you within [redacted] days after service of this Summons upon you, exclusive of the day of such service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the Petition for Dissolution of Marriage.

REAL ESTATE

This action involves [redacted] parcel of [redacted] real property located at [redacted] County Road [redacted] City of [redacted] in the County of Crow Wing, State of Minnesota, and legally described as follows:
Lot [redacted] Section [redacted] Govern[redacted]

NOTICE OF TEMPORARY RESTRAINING AND ALTERNATIVE EXPEDITED PROCEDURES

UNDER MINNESOTA LAW, SERVICE OF THIS SUMMONS MAKES THE FOLLOWING REQUIREMENTS APPLY TO BOTH PARTIES IN THIS ACTION, UNLESS THEY ARE MODIFIED BY THE COURT OR THE PROCEEDING IS DISMISSED:

NEITHER PARTY MAY DISPOSE OF ANY ASSETS EXCEPT:
FOR THE NECESSITIES OF LIFE OR FOR THE NECESSARY USE OF INCOME OR
PRESERVATION OF ASSETS;
BY A WRITTEN AGREEMENT SIGNED BY
FOR PAYING COUNSEL CARRY ON OF TO
[redacted] PARTY MAY HARASS THE OTHER PARTY.

ALL CURRENTLY AVAILABLE INSURANCE COVERAGE MUST BE MAINTAINED AND CONTINUED WITHOUT CHANGE OF COVERAGE OR BENEFICIARY DESIGNATION.

YOU VIOLATE ANY OF THESE PROVISIONS YOU MAY BE SUBJECT TO SANCTIONS BY THE COURT, INCLUDING CONTEMPT.

THE PARTIES ARE STRONGLY ENCOURAGED TO USE ALTERNATIVE DISPUTE RESOLUTION. A SUMMARY OF MINNESOTA LAW ALTERNATIVE DISPUTE RESOLUTION, INCLUDING MEDIATION, ARBITRATION, AND COLLABORATIVE PROCESS, IS AVAILABLE FROM THE COURT ADMINISTRATOR OR ON THE COURT'S WEBSITE. IN SOME COUNTIES, THE DISPUTE RESOLUTION PROGRAM MAY HAVE COUNTIES ASSISTANCE FEE. IF YOU ARE UNABLE TO PAY THROUGH A NON-PROFIT PROVIDER OF CONFLICT PROGRAMS OR IF YOU ARE A VICTIM OF DOMESTIC ABUSE OR THERE IS A HISTORY OF DOMESTIC ABUSE, YOU SHOULD NOT PARTICIPATE IN MEDIATION AND YOU WILL BE EXCUSED FROM THE COST. SEE MINNESOTA STATUTES SECTION [redacted] AND MINNESOTA GENERAL RULES OF PRACTICE [redacted] FOR MEDIATION AND [redacted] WILL BE DETERMINED BY THE COURT AT [redacted] PROCEEDINGS.

NOTICE OF PARENT EDUCATION PROGRAM

IF UNDER MINNESOTA STATUTES SECTION [redacted] THE COURT REQUIRES PARENTS INVOLVING CUSTODY OR PARENTING TIME OF MINOR CHILDREN THE PARTIES SHALL ATTEND PARENT EDUCATION PROGRAM THAT [redacted] MINIMUM STANDARDS ESTABLISHED BY THE STATE COURT ADMINISTRATOR. [redacted] WITH THE COURT'S ORDER, THE PARENTS SHALL [redacted] WITH THE FIRST [redacted] DAYS AFTER THE ORDER IS [redacted] SUPERVISED PARENT EDUCATION PROGRAM. IF THE PARENTS [redacted] PROCEED TO [redacted] DISTRICT COURT ADMINISTRATOR [redacted] A PANEL [redacted] PROCEEDINGS.

[redacted]
Dated: [redacted]

[redacted]
Attorney for Petitioner
[redacted] 25th Ave S, Suite [redacted]
St. Cloud, MN 56301
Phone: (320) 5[redacted]
[redacted]
Attorney Reg. No. 03x[redacted]

Public Notices Ad #: 834 80 [redacted] 2024

Tennessee Department of Transportation to Hold
Informational Public Meetings for the proposed
I-24 Southeast Choice Lanes
Davidson and Rutherford Counties



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Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties



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Daily News Journal

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings, one virtual and three in person, to provide information concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new additional Choice Lanes on an approximately 20-mile section of I-24 between Antioch and Murfreesboro. Project plans are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing dynamically priced express lanes that would offer an effective transportation alternative. The new Choice Lanes would provide an option for motorists to bypass congestion, adding productive and reliable capacity on to maintain consistent drive times. TDOT anticipates that adding capacity to the heavily traveled roadway would improve operations in the entire project area. The proposed project is also expected to support economic opportunity and development in the region by creating another travel option. The project is a Public Private Partnership (P3), with private industry partnering with the Transportation Modernization Act. These public meetings provide the public with an opportunity to learn more about the proposed project and allow TDOT to gather public input on the proposed project. TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024, on the I-24 Southeast Choice Lanes project website at 5 p.m. Public meetings will also take place in person at the following times and locations:

- Wednesday, August 21, 2024, from 5 p.m. to 7 p.m. at Smyrna Town Center at 300 Sam Ridley Parkway, Smyrna, TN 37167
- Wednesday, August 28, 2024, from 5 p.m. to 7 p.m. at Nashville Fairgrounds at 625 Wingrove Street, Nashville, TN 37203
- Thursday, August 29, 2024, from 11 a.m. to 1 p.m. at Southeast Community Center at 3240 Murphy Road, Nashville, TN 37013

In person Public Meetings will follow an open house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to review exhibits and information about the project. Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024. Persons with disabilities who require assistance to participate in the meeting, such as a translator for the deaf or hearing impaired, should contact Ms. Sabrina Chevalier at (615) 741-2200, James K. Polk Building, Suite 700, 505 Deaderick Street, Nashville, TN 37243. Citizens can also inquire by telephone (615) 741-0461, TTY Relay (615) 741-1031 Dave. Comments sheets will be available at the public meetings. Written statements at the public meetings, written statements and exhibits to be discussed at the project hearing, may be submitted within twenty-one (21) days after the last meeting date, to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0349



I-24 Southeast Corridor - General Location Map
Davidson and Rutherford Counties | Project: 82I124S200

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AUCTIONEER: Charlie Montgomery - LIC. 4916

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DRONE PROGRAM

From A1

school to buy drones with the latest technology for the students to learn about and fly

"We're able to have the funds to buy the current technology," Myers said. "Having the current technology gives them the chance to transfer into the workforce having the experience they need. They don't need to get trained a lot."

Bush will attend the University of Alabama at Huntsville in the fall, majoring in aeronautical engineering. He said that while at college, making money from drone work "would be a nice side hustle."

Myers added, "hopefully Ian will be able to find a niche, filming band practice, football or the baseball team (at UA-H). Someone can compensate him for his skills flying drone."

Bush has his own drone and Lawwell planned to buy one over the summer.

The one Bush owns, and the one Lawwell wants to buy, allows them to use "First Person Viewer flying" in which the drone operator wears goggles and is able to see what drone is seeing.

Myers said that flying is capped at 400 feet high. That way it doesn't interfere with planes because the lowest distance planes can fly is 500 feet.

"Flying commercially is federally regulated which is a law," Myers said. "We try to get these students started with the regulations in the class and make sure always fly the way they should be flying. We're living in a time where this is all available."

Lawwell plans to pursue drone work locally through contract work. He said he's interested "in the photography angle, but also in the surveying opportunities."

While at school, students have a chance to fly the drones at events such as pep rallies and even be the official drone pilots for the TSSAA State Cross Country Championships.



Recent Siegel High School graduate Dalton Lawwell (left) flies a drone while Siegel aviation instructor Scott Myers watches. ANGIE MAYES

They have recorded the fire drills at the school, allowing safety officers to make adjustments to the fire plan.

"The drone industry itself is screaming for warm bodies, then we wouldn't have the opportunity to do this," Myers said, adding that his students who have the license "have enough hours controlling drones would be appealing to an employer."

The students will also be able to take another FAA test to be allowed to fly the drones beyond their site.

Even though schools are trying to recruit females to the program, Myers said that of his 120 students last year, fewer than 10% were female.

"There are just so many classes to take in school, that sometimes a student doesn't have room in their schedule," Myers said.

The school is adding five more classes in the upcoming academic year which will bring another 120 students into the program.

"We're about to be out of room and that's a good problem to have," Myers said. "The end game is to take FAA drone tests. Not every student does that. Some are not ready to take it. We don't make them do that but we want to give them the opportunity to do that."

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MTSU DEAN

From A1



Grandjean

His first few weeks on campus have been spent meeting with faculty and staff across an academic college that includes the Department of Criminal Justice Administration; Department of Health and Human Performance, Department of Human Sciences; School of Nursing; Physician Assistant Studies, M.S.; Department of Psychology, and Department of Social Work.

The college also houses the Center for Student Coaching & Success, Center for Organizational and Human Resource Effectiveness, or COHRE, and the Speech Language, and Hearing Clinic.

Prior to his tenure at Ole Miss, Grandjean was associate dean of Graduate Studies and Research Collaborations, director of the Division of Health Professions and professor of exercise science at Baylor University. He also served on the faculty at Auburn University.

He received his bachelor's degree in physical education from Anderson University in Indiana in 1986, a master's in exercise physiology from Texas Christian University in 1992 and doctorate in kinesiology from Texas A&M in 1996, where he served as a post-doctoral research associate.

Grandjean has been married to his wife, Alicen Grandjean, for 22 years and they have four children, ages 9 to 19.

MS CHEAP

From A2

popular but at the same time, many customers are still looking for traditional styles like "pumps with three-inch heels."

"People know to come here. They know we try to keep prices down," she said.

The draw for sure is the prices but customers also like the vast selection. The self-service stores have thousands of pairs of shoes (11,000 to 15,000 pairs per store) and are constantly adding inventory to the floor every day.

Beaty says new shipments of shoes are sent to each of her stores every two weeks.

"When we hear that a store has sold 500 pairs, we send them 500 more," she said.

"I have a lot of customers who come every week, and some twice a week," said Brenda Griffin, manager of the Cool Springs location. "It changes every day."

I remember when the Cool Springs location first opened that a customer told me the only thing she didn't like about it was that the shoe store was "so close to Kroger" meaning she was tempted to stop in every time she went grocery shopping.

Dangerous!

Marth & Liz stores are open 9 a.m.-6 p.m. Monday through Saturday.

Details: marthandliz.com.

Stay cheap!

Mary Hance, who has four decades of journalism experience in the Nashville area, writes a weekly Ms. Cheap column. She also appears on Thursdays on Talk of the Town on NewsChannel5. Reach her at mscheap@murfreesboro.com and follow her on Facebook as Facebook.com/mscheap.

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings, one virtual and three in-person opportunities concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new optional Choice Lanes on an approximately 26-mile section of I-24 between Nashville and Murfreesboro. Potential lanes are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing passenger vehicles and transit riders with an effective transportation alternative. The new Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists and transit customers to maintain consistent travel times. TDOT anticipates that adding capacity to this heavily traveled roadway would improve operations in this major growth area. The proposed Choice Lanes would be designed, built, financed, operated and maintained by a private-sector partner through a Public-Private Partnership (P3) with initial funding provided by the Transportation Modernization Act. These public meetings provide the public with an opportunity to learn more about the proposed Project and allow TDOT to gather public input for the proposed project. TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024, on the I-24 Southeast Choice Lanes project website at 5 p.m. Public meetings will also take place in person at the following times and locations:

- Wednesday, August 21, 2024, from 5 p.m. to 7 p.m. at Smyrna Events Center at 300 Sam Ridley Parkway, East Smyrna, TN 37167
- Wednesday, August 28, 2024, from 5 p.m. to 7 p.m. at Nashville Fairgrounds at 401 Wimpole Street, Nashville, TN 37203
- Thursday, August 29, 2024, from 11 a.m. to 6 p.m. at Southeast Community Center at 5260 Hillsboro Indian Parkway, Antioch, TN 37013

In-person Public Meetings will follow an open house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to view exhibits, ask questions and offer comments. The public will have the opportunity to express their opinions on any aspect of this proposed project. Information shared at the Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024. Persons with disabilities who require aids or services to participate at the meetings must contact Ms. Shanna Chevalier no less than ten (10) days prior to the date of the meeting. Ms. Shanna M. Chevalier ADA/504 Coordinator, Suite 1200, James K. Polk Building, Nashville, TN 37243, Shanna.Chevalier@tn.gov, Phone: (615) 741-4648, TTY Relay (7-1-1). Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the final meeting date to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0332.



Old Fort tennis, pickleball courts close to completion

ELISHA NELSON
Main Street Media

The City of Murfreesboro expects its Old Fort Park tennis courts renovation project, which includes building six pickleball courts, to be completed this fall.

The courts are located alongside Adams Tennis Complex at 925 Gulf Lane in Old Fort Park.

The upgrades include adding six additional tennis courts, along with fencing and lighting. The cost to the city is approximately $1.2 million, which will be paid for American Rescue Plan funds.

Murfreesboro Parks Director Thomas Laird said that a tennis hitting wall will separate the tennis courts from the pickleball courts.

The Old Fort Park tennis courts have not had upgrades since 2016 when the city improved the lights at the site.

"The decision to add pickleball courts to the outdoor tennis court area comes with the recognition that pickleball is the fastest growing sport in the U.S. and has captured the excitement of all ages and skill levels," Murfreesboro Mayor Shane McFarland said.

Murfreesboro also offers pickleball court availability at Sports Com every Tuesday and Thursday from 9 a.m. to 5:30 p.m.; Patterson Park every Monday, Wednesday and Friday; and McFadden Community Center every Thursday afternoon and Friday night.

The Old Fort Park courts were designed by an office located in Brentwood, WOLD Architects and Engineers, a Brentwood-based architectural and engineering firm that specializes in parks and recreation projects, designed the facility upgrades.

Reservations for the Old Fort Park courts can be made at www.murfreesboro.gov. Reservations can be made up to three days in advance starting at 6 a.m.

Aydelott to lead Wind Symphony

David Aydelott will be the new conductor of the Ethos Wind Symphony, according to a news release from the Board of Directors and faculty of the Ethos Youth Ensembles.


Aydelott

Aydelott is a Middle Tennessee State University graduate and is the recently retired Director of Bands at Siegel High School. Aydelott taught high school bands in Tennessee at Lexington, John Overton, Ravenwood, Franklin, and Siegel for 29 years. Additionally, he was the Director of Fine Arts in the Williamson County School District for two years.

Aydelott is a recipient of the National Band Association's Certificate of Merit and the Citation of Excellence. He is an active clinician and arranger and has served as an adjudicator for Drum Corps International and Bands of America.

"With his impressive career and remarkable achievements, David brings a wealth of experience and passion to the Ethos Youth Ensembles," Executive Director Brian Russell said in the news release. "His leadership and innovative spirit are sure to inspire our musicians and elevate our performances to new heights. We are thrilled to embark on this exciting journey with him and look forward to the incredible music we will create together."

Auditions for the Wind Symphony are scheduled for Sunday, Nov. 10 with the first rehearsal of the ensemble scheduled for Monday, Nov. 18.

EDUCATOR AWARD

From A1

each Grand Division and the Tennessee Principal and Supervisor of the Year will be announced this fall.

Pressnell serves as the Literacy Coordinator for grades 3-6 with Murfreesboro City Schools. In 2016, Pressnell was selected the Tennessee Teacher of the Year.

Nationally, she is a recipient of the NEA Educator in Excellence Award and an NEA Foundation Global Teacher Fellow. She served on Gov. Bill Haslam's Teacher Cabinet, Commissioner McQueen's Teacher Advisory Council, the Tennessee Early Literacy Council and numerous assessment committees with the Tennessee Department of Education.

In 2017, she became the Director of Literacy for the Tennessee Early Literacy Network, and since then she has served as the Director of Educator Engagement for the Tennessee Department of Education and the academic coach at Salem Elementary in Murfreesboro. In her current job, she created the Summer Literacy Institute and the Teacher Advisory Council.

MCS Superintendent Dr. Trey Duke wrote a letter of support that was included in nomination packet for Pressnell.

"As Supervisor of 3rd- 8th grade Literacy, Dr. Pressnell has created intentional and meaningful plans to implement and sustain a cohesive literacy strategy for our district," the letter said. "She has spearheaded our work on implementing high-quality instructional materials and supported both teachers and school administrators in their school-based work. There is no doubt it is her leadership that has led to consistent year-over-year increases in literacy scores which has raised our proficiency to previously unreached levels.

Carlie is a fierce advocate for public education, teacher development, and giving every child the right of literacy. She is the gold-standard for district leadership that truly improves classroom work and positively impacts student learning."

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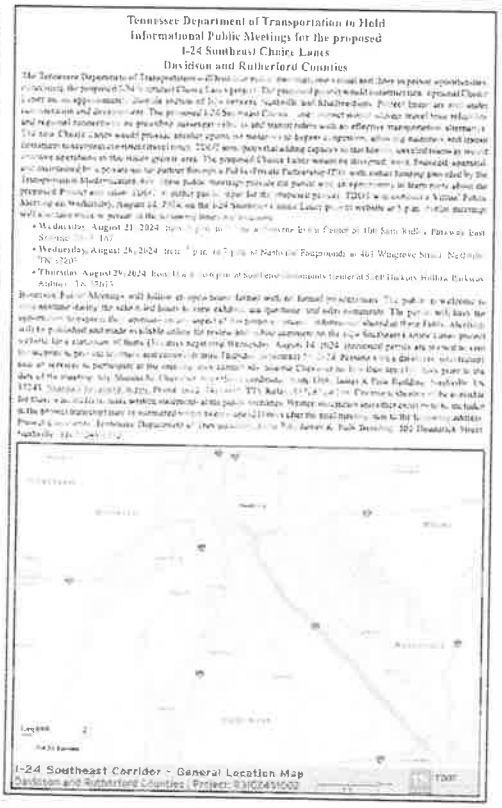
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I-24 Southeast Choice Lanes
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I-24 Southeast Corridor - General Location Map
Davidson and Rutherford Counties | Project: 0162491002

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Email us at news@murfreesboropost.com and let us know about it!

Letters to the editor should be 400 words or fewer and include the writer's name and hometown.



'Boro intersection limited to right turns

STAFF REPORTS

Beginning the first week of September, motorists using Asbury Lane at Medical Center Parkway will be allowed to make only a right turn into and out of Asbury Lane at Medical Center Parkway, according to a news release from the City of Murfreesboro.

Construction is underway on Medical Center Parkway and a new, raised median at the intersection of Asbury Lane and Medical Center will require motorists to modify their traffic patterns entering and leaving the Asbury Lane area. Left turns at the intersection will no longer be possible.

"The left turn out of Asbury Lane has been a concern for traffic engineers due to traffic volumes, especially during rush hour, near the interstate interchange," Public Infrastructure Division Director Chris Griffith said in the news release. "These volumes, coupled with the challenge of entering Medical Center Parkway from Asbury Lane, have created a safety concern and require mitigating action."

Under the reconfigured intersection, eastbound traffic into Murfreesboro on Medical Center Parkway seeking to gain access to Asbury Lane will have the option of making a U-turn at Conference Center Boulevard to return westward to a right turn on Asbury Lane for navigation to subdivisions off the roadway.

Motorists using Asbury Lane seeking to travel eastbound on Medical Center Parkway will no longer be able to make a left turn due to the newly extended median. The best option for these motorists will be to take Asbury Lane to Asbury Road to gain access to the adjacent subdivision then to Wilkinson Pike or via Old Nashville Highway for their eastward destinations.

This modification to right turns only will be temporary until the future realignment of Asbury Lane to Conference Center Boulevard near the Williamson Farm, according to the news release.

The City is working with Williamson Farm representatives to develop an alignment that extends Asbury Lane along the southern portion of the farm property to a new signalized intersection at Conference Center Boulevard. City engineers are finalizing details of the new design with construction anticipated in 2025.

La Vergne board receives first responder updates

DAN EPRIGHT
Main Street Media

The La Vergne Board of Mayor & Aldermen met Aug. 8 in a meeting delayed because of the Aug. 1 election, and items about first responders were prominent on the agenda.

Four members of the La Vergne Police Department received Service Ribbons earned during their deployment to Milwaukee, where they assisted in security for the venue and dignitaries for the Republican National Convention held July 15-18. The officers are Lt. David Durham, Lt. Eric Staats, Sgt. Bill Timson and Patrol Officer Kyler Cline.

All costs for the Milwaukee deployment were covered by the City of Milwaukee with a federal grant for security for the national event, according to La Vergne officials.

"This was an honor for LPD to be part of the security presence at the RNC," Chief Christopher Moews said. "I am proud of their willingness to serve their country and to represent the City of La Vergne with honor and distinction. I hope we are able to accept more opportunities like this in the future."

Moews, who previously worked in the Milwaukee Police Department, also was sent there as part of the convention security team. He led a Field Force Platoon of 40 law enforcement officers who responded to protests in downtown Milwaukee and also assisted with security.

La Vergne Fire Rescue Chief Ronny Beasley reported during the meeting that everything is on track for the Tuesday, Aug. 20 grand opening of the new La Vergne Fire Rescue Department Station 41, which also serves as the new headquarters for the department, on Old Nashville Highway.

Department personnel have already moved into the new station and can respond to fire calls from there.

There was some concern about the new station being near the railroad tracks. Beasley said that there is no cause for concern because the railroad tracks were incorporated into the planning of the new station.

As the fire vehicles leave the station, they turn right if there is no train. If a train is present, the vehicles turn left and go through the Old Nashville Highway train bridge tunnel. All La Vergne fire apparatus have the height clearance to pass through the bridge tunnel.

MTSU holds summer graduation

MTSU COMMUNICATIONS

Middle Tennessee State University summer commencement keynote speaker Kari Neely called on the latest crop of more than 770 Blue Raider graduates inside Murphy Center on Aug. 10 to live out the stories of their individual lives by becoming the heroes of their own quests.

The audience was made up of 542 undergraduates and 232 graduate students, including 184 master's and nine education-specialist recipients and 38 doctoral degree-holders. Five graduate students received graduate certificates, according to the Registrar's Office.

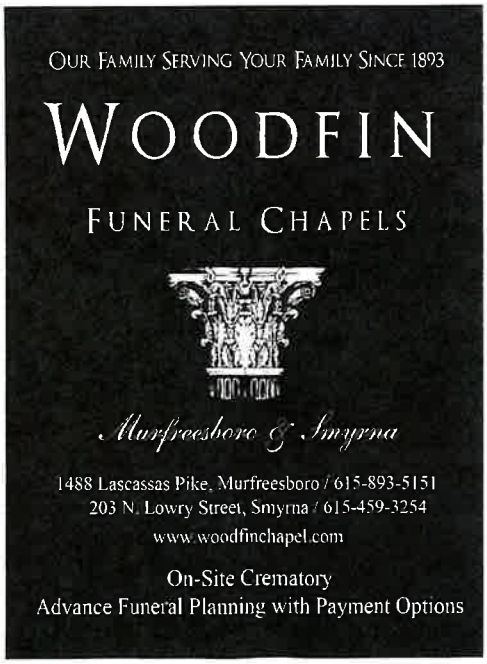
Students from all MTSU's colleges — Graduate Studies, Basic and Applied Sciences, Behavioral and Health Sciences, the Jones College of Business, the College of Education, Liberal Arts and the University College — received their degrees during the morning ceremony.

With the summer 2024 commencement ceremony, MTSU will have awarded more than 186,100 degrees to its students, including associate, bachelor's, master's, educational specialist and doctoral degrees, since its 1911 founding as it completed its 113th academic year this summer.



MTSU graduate Trisha Murphy, also the development director for the MTSU College of Education, waves to a friend as she prepares to be hooded for earning her doctoral degree in education. ANDY HEIDT/MTSU





Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings, one virtual and three in person opportunities concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new tolled Choice Lanes on an approximately 26-mile section of I-24 between Nashville and Murfreesboro. Project limits are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing passenger vehicles and transit riders with an effective transportation alternative. The new Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists and transit customers to maintain consistent travel times. TDOT anticipates that adding capacity to this heavily traveled roadway would improve operations in this major growth area. The proposed Choice Lanes would be designed, built, financed, operated, and maintained by a private-sector partner through a Public-Private Partnership (P3), with initial funding provided by the Transportation Modernization Act. These public meetings provide the public with an opportunity to learn more about the proposed Project and allow TDOT to gather public input for the proposed project. TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024, on the I-24 Southeast Choice Lanes project website at 5 p.m. Public meetings will also take place in person at the following times and locations:

- **Wednesday, August 21, 2024**, from 5 p.m. to 7 p.m. at Smyrna Event Center at 100 Sam Ridley Parkway East, Smyrna, TN 37167
- **Wednesday, August 28, 2024**, from 5 p.m. to 7 p.m. at Nashville Fairgrounds at 401 Wingrove Street, Nashville TN 37203
- **Thursday, August 29, 2024**, from 11 a.m. to 6 p.m. at Southeast Community Center at 5260 Hickory Hollow Parkway, Antioch, TN 37013

Informal Public Meetings will follow an open-house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments. The public will have the opportunity to express their opinions on any aspect of this proposed project. Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024. Persons with a disability who require aids or services to participate at the meeting may contact Ms. Shanna Chevalier no less than ten (10) days prior to the date of the meeting. Ms. Shanna M. Chevalier ADA/504 Coordinator, Suite 1200, James K. Polk Building, Nashville, TN 37243, Shanna.Chevalier@tn.gov, Phone (615) 741-0486, TTY Relay (877) 903-0296. Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the final meeting date to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0332



Miscellaneous

Notices

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

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Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024.

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Chevalier no less than ten (10) days prior to the date of the meeting:

Ms. Shanna M. Chevalier, ADA/504 Coordinator
Suite 1200, James K. Polk Building
Nashville, TN 37243
Shanna.Chevalier@tn.gov
Phone: (615) 741-0466
TTY Relay (877) 831-029E

Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the final meeting date to the following address:

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Aug 2, 16, 23, 2024 MI302338

NOTICE

The following vehicles will be auctioned at D&D Towing, 2643 Lean Drive, Columbia, TN 38401 on or after 08/16/24 @ 9AM. 2008 Honda Accord, Vin#: 1HGCP26728A099503, 2005 Nissan Altima, Vin#: 1N4BL11D45C953796, 2017 Ford Fusion, Vin#: 3FA6P0H78HR108018, 2015 Hyundai Sonata, Vin#: 5NPE24AFOFH203735, 2011 Nissan Altima, Vin#: 1N4AL2AP4BN448644, 1997 Toyota Camry, Vin#: 4T1BG22K6VU750896. D&D Towing to have final bid.

July 26, Aug 2, 2024 MI302343

NOTICE

The following vehicle will be auctioned at Goteria Recovery Services, 2438 Keith Dr., Columbia, TN 38401 on or after 08/16/2024 @ 9AM, 2015 Chevrolet Traverse, Vin#: 1GNKVLKD9DJ187581. Goteria Recovery Services to have final bid.

July 26, Aug 2, 2024 MI302344

NOTICE

The vehicles will be sold by **Caliber Towing**, 1012 Richland Trail Rd, Ashland City, TN 37015 on Saturday, August 10, 2024, 2010 Nissan Altima, VIN#: 1N4AL2EP8AC119609, 2016 Chevy Equinox VIN#: 2GNAXJEV0J6253605. Any questions, call 615-979-4187.

July 26, Aug 2, 2024 MI302348

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER RESOURCES
Davy Crockett Tower
500 James Robertson Parkway, 9th Floor
Nashville, Tennessee 37243-1102
NOTICE OF PUBLIC HEARING

July 30, 2024

NOPH24-005

NOTICE IS HEREBY GIVEN, the Division of Water Resources will hold a public hearing pursuant to Rule 0400-40-05-.06(8) on the reissuance of the Biosolids General permit for the land application of biosolids.

Date: September 5, 2024
Time:
1:00-1:30 PM CST, Informal Question and Answer time
1:30-2:00 PM CST, Formal Public Hearing
Meeting Location:
Davy Crockett Tower
500 James Robertson Parkway
Conference Room 1-B
Nashville, TN 37243
Ways to Participate:
In person (see above for the meeting location) Log in online (see login info below)
Call in by phone (see call-in info below)
Virtual Login Info:
To access the meeting or join anytime during the Q&A session or the formal public hearing, click on the link or copy the URL to your web browser.
Microsoft Teams Need help?
Join the meeting now
Meeting ID: 254 027 016 437
Passcode: SX6K5G
Dial in by phone
+1 629-208-4396, 385696492# United States, Nashville
Find a local number
Phone conference ID: 385 696 492#
Join on a video conferencing device
Tenant key: shareoln@m.webex.com
Video ID: 112 702 446 3
More info
For organizers: Meeting options | Reset dial-in PIN

TDEC will receive public comments concerning the proposed permit action described below.

Permit Name: Biosolids General Permit
Permit Number: TNB000000
Permit Writer: John Newberry
Permit Rating: General Permit
County: Statewide
Description of Activity: This permit authorizes the land application of biosolids.
Receiving Stream: N/A

The meeting moderator may limit the length of oral comments to allow all parties an opportunity to speak and will require that all comments be relevant to the proposed permit action and the DWR issues. TDEC staff considers written comments accepted at the hearing and through September 20, 2024, to be part of the hearing record. Written comments can be emailed to John.Newberry at John.Newberry@tn.gov.

Interested persons may obtain additional information, including a copy of the draft permit by contacting John Newberry at John.Newberry@tn.gov. These documents may also be found on the TDEC Database at the following link: Permit Details (tn.gov)

Individuals with disabilities who wish to participate in these proceedings (or review the file record) should contact TDEC to discuss any auxiliary aids or services needed to facilitate such participation. Contact may be in person, by writing, telephone, or other means, and should be made no later than Wednesday, January 31st, to allow time to provide such aid or services. Contact the ADA Coordinator (1-866-253-5827) for further information. Hearing impaired callers may use the Tennessee Relay Service (1-800-848-0298). If it is hard for you to read, speak, or understand English, TDEC can provide translation or interpretation services free of charge by contacting Brian Canada at 615-532-0660 or brian.canada@tn.gov.

Si le resulta difícil leer, hablar o comprender inglés, TDEC puede proporcionarle servicios de traducción e interpretación sin cargo comuníquese con Brian Canada al 615-532-0660 o brian.canada@tn.gov.

For further information, you may reach John Nowberry the permit writer, at 615-532-7743 or John.Newberry@tn.gov.

Aug 2, 2024 MI302366

NOTICE

Jennifer's Title Search
Gotavincalljen.com
Cell: 615-779-3255
Auction 8-31-2024 10:00 AM
Vehicles to be auctioned below:
Fix It Garage
1398 Cranor Rd
05 Chevy 1GCGG25V351265880
01 Jaguar SAJDA24C71LF29556
Express Towing & Recovery
625 Cornelia Ct
23 Chevy 1GCWGAFPXP1177451
15 Chevy 1GNSCCKC9FR214429
16 Nissan JN6AA5MV5DW622750
00 Nissan JN1CA31A0YT214809
TNT Automotive & Towing
3014 Hillsboro Hwy
05 Scion JTKDE177X50011986
05 Jeep 1J6GL58K55W641697
Pogue's Body Shop
915 W College St
2C Ram 3C6LRVBG0ME515656
Manny's Towing & Recovery
727 Old Salem Rd
05 Dodge 1D7HA18DX5J505757
06 Honda 1HGFA16576L075199
15 Ford 1FM5K8D81DGB43076
13 Toyota 4T1BK1FK2DU535349
Copeland's Towing & Recovery
1099 Menzler Rd
00 Nissan 4N2XN11T2YDB46652
17 GMC 1GD37TCG9H1910329
12 Nissan JN6AA5MT7CW602061
Duke's Wrecker Service
1032 Louisville Hwy
02 Chrysler 2C8GP64L12R577810
On The Hook Wrecker Service
400 Bonnawood Dr
05 Maserati ZAMCE39A050017279
16 Harley Davidson
1HD4LE211JC427746
15 Kia KNAGM4A77F5575355
96 Chevy 1GCEC14WXWZ139378
16 Jeep 1C4NJDBB7GD597093
A Tow N Time Wrecker Service
77 Polk Ave
11 BMW WBA8H7C5XBE675901
16 Kia KNDPBCAC2G7831410
Boswell Towing Services
1815 Lebanon Pike
13 Kia KNDJT2A69D7753923
06 Honda JH2PC21095M700267
98 Dodge 3B7KC2665WM281094
15 Ram 3C6JR6ATOFG667238
13 Chrysler 2C3CCAAGBDH607064
Hoselton Customs
1705 Wilson Ave
03 Dodge 1D7GG16X73S299473
10 Chevy 1GNUKBE0XAR272303
11 Ford 2FMDK3GC0BBA67238
Priority Wrecker Service of Tennessee
1704 W Main St
97 Freightliner 1FUPCSZB4VF722675
08 Wabash 1JJV552W98L037816
Hinson Towing & Recovery
5531 NW Broad St
12 Honda 1HGCP2E38CA174583
Express Oil Change
2510 Old Fort Pkwy
99 Honda 1HGCG1654XA063450
Meineke-2513
1411 NW Broad St
10 Subaru JF2SHGCC3AG756166
10 Ford 1FTEW1C85AFB20368
R 1 Towing
1405 Lebanon Pike
16 Hyundai 5NPE24AFXGH373621
4 Lane Mobile LLC
35 Oakdale Rd
93 Toyota 1NXAE09E5PZ113980
Certified Performance
2400 Swamp Rd
05 Yamaha JYARJ16E65A014727
JR Transmition
3279 Franklin Limestone Rd
12 Ford 1FTFW1EF2CFB28611

Aug 2, 2024 MI302371

NOTICE

The following vehicle a 2011 Chrysler 200, Vin#: 1C3BC1FB3BN536093 is located at 753 Shandale Dr, Madison, TN 37115. It is in the possession of Dale Hire, who is requesting title to said vehicle. All parties holding any legal interest in the vehicle must contact the person in possession or by certified mail, return receipt requested within 10 business days of this ad.

Aug 2, 9, 2024 MI302362

Public Notice
Tennessee Department of Environment and Conservation (TDEC)
Division of Water Resources (DWR)
Notice Requesting Public Comments on Draft Permit Actions
FILE # NRS23.086

The purpose of this notice is to advise the public of the following proposed permit action, and solicit comments and information necessary to evaluate the potential impact of the proposed activities on the aquatic environment.

Pursuant to The Tennessee Water Quality Control Act of 1977, T.C.A. 69-3-108 and Tennessee Rules, Chapter 0400-40-07, the proposed activity described below has been submitted for approval under an Aquatic Resource Alteration Permit and Section 401 Water Quality Certification. Section 401 of the Clean Water Act requires that an applicant obtain a water quality certification from the state when a federal permit is required. This notice is intended to inform interested parties of this permit application and draft permit determination, and to ask for comments and information necessary to determine possible impacts to water quality. At the conclusion of the public notice period, a final determination will be made whether to issue or deny the permit.

PERMIT COORDINATOR Sydney Norman
Tennessee Department of Environment & Conservation
Division of Water Resources, Natural Resources Unit
Davy Crockett Tower
500 James Robertson Parkway, 8th Floor
Nashville, Tennessee 37243
615-854-3793
Sydney.L.Norman@tn.gov
APPLICANT The Farm Nashville, LLC
c/o Hoyt McGarity
P.O. Box 648
Franklin, TN 37065
LOCATION 3666 Knight Drive
Whites Creek, Davidson County
Ewing Creek, Cheatham Lake Watershed
Latitude: 36.248641 Longitude: -86.812711

To view the proposed location of these impacts and the watershed condition, visit the Division's map viewer at https://dwr.tdec.tn.gov/dwrmv/ and search on the permit number or coordinates listed in this Public Notice.

PROJECT DESCRIPTION / PURPOSE

The Farm Nashville, LLC proposes 184 feet of bridge construction and 737 feet of vegetation alteration across eight streams in order to construct a golf course and associated facilities. Stream impacts will be compensated through the provision of at least 106.5 functional foot stream credits.

ANTIDEGRADATION

In accordance with the Tennessee Antidegradation Statement (Rule 0400-40-03-.06), the Division has made a preliminary determination that the proposed activities will result in no significant degradation to the waterbody with unavailable parameters for habitat because the applicant proposes mitigation to offset any appreciable permanent loss of resource values.

FACTORS CONSIDERED

In deciding whether to issue or deny this permit, the Division will consider all comments of record and the requirements of applicable federal and state laws. The division will consider the nature, scale and effects of proposed impacts. The Division will consider practicable alternatives to the alteration, loss of waters or habitat, diminishment in biological diversity, cumulative or secondary impacts to the water resource, and adverse impacts to unique, high quality, or impaired waters.

HOW TO COMMENT

TDEC is requesting public comment on this proposed permit action. Obtaining a broad range of facts and opinions on Agency actions is one of the best ways to ensure appropriate decisions. Persons wishing to comment on the proposal are invited to submit written comments to the Division. Written comments must be received within **thirty days following distribution of the approved public notice materials** (including signage and newspaper ad). Comments will become part of the record and will be considered in the final decision. The applicant's name and permit number should be referenced. Send all written comments to the Division's address listed below to the attention of the permit coordinator. You may also comment via email to water.permits@tn.gov. After the Division makes a final permit determination, a permit appeal may be filed by the applicant or by any person who participated in the public comment period whose appeal is based on comments given to the Division in writing during the public comment period or in testimony at a formal public hearing. If it is hard for you to read, speak, or understand English, TDEC may be able to provide translation or interpretation services free of charge. Please contact Alisha Looper at 615-571-4470 or alisha.looper@tn.gov.

Si le resulta difícil leer, hablar o comprender inglés, TDEC puede proporcionarle servicios de traducción e interpretación sin cargo comuníquese con Alisha Looper al 615-571-

For more information call 615-254-5522 TODAY!

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Miscellaneous

Notices

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Suite 1200, James K. Polk Building
Nashville, TN 37243
Shanna.Chevalier@tn.gov
Phone: (615) 741-0465
TTY Relay: (877) 831-0295

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Aug. 2, 16, 23, 2024 MI302536

Public Notice

The Tennessee Highway Patrol has recovered the vehicles listed below.

Case #	Year	Make	Model	VIN	Vehicle Location
324073483	2010	Chevrolet	Equinox	2CNALDEW5A6218357	Franklin, TN (615) 794-2355
324073508	2007	Suzuki	XL7	JS3TX92V764105415	Mt. Juliet, TN (615) 758-5142
324073685	2000	Ford	Explorer	1FMDU74E4YZA69457	Mt. Juliet, TN (615) 443-2036
324073848	2016	Buick	Lacrosse	1G4G85G3XGF102270	Nashville, TN (615) 256-5840

Upon payment of all towing, preservation, and storage charges, the owner and any lienholder may reclaim the vehicle within ten (10) working days. Failure to respond to this notice within those ten (10) 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) 741-3121.

Aug. 16, 2024 MI302441

NOTICE

Mitchell's West Nashville Wrecker Service, LLC
6400 Louisiana Ave. Nashville, TN 37209
Notice of Public Auction for Unclaimed Vehicles

We hereby announce that the following vehicles will be sold at public auction to recover the towing and storage charges owed. This auction will be take place on or after 9/4/2024 at 1:00pm. Viewing and registration will start at 12:00pm. The auctions will be conducted by BWC Auctions TN Auction License #6815. All vehicles are sold as is, with no warranty or guarantee. All sales are final and non-refundable. Payment methods accepted are cash and credit cards only.

Year	Make	Model	VIN	Owner
2016	Toyota	Rav4	JTMWFREV6GJ093404	ELIZABETH STALEY
2006	Toyota	Camry	4T1BK46K56U060729	SAMUEL CRANFORD
2006	Chrysler	300	2C3KA53G16H199127	LATEISHA LYNN VANTRICE WILLIS
2007	Toyota	Camry Hybrid	JTNBB46K973005432	MUKHAMMADKODIR MAMADALIEV
2005	Hyundai	Elantra	KMHDN56D85U170886	KARLEE MITCHELL
2006	Jeep	Grand Cherokee	1J4GS48K66C119243	ROBERT NATHAN FEDUCCIA JR OR KATHLEEN RUSSELL FEDU
2012	Ford	Fusion	3FAHP0HA5CR223362	TARVIS DAVIS
2007	Chevrolet	Tahoe	1GNFC13J07R180024	DONALD BINGHAM/DIANNA WEDLEY/TMX FINANCE OF TENNESSEE
2005	Pontiac	G6	1G2ZH54B754111372	ANGEL PANTOJA
2016	Chevrolet	Impala	2G1115S35G9132475	ROBERT SPEARS/EMPIRE MOTORS INC
1998	Honda	Accord	1HGCG5649WA198999	MELAD M FAHEM
2004	Chevrolet	Malibu	1G1ZT54864F129736	JEREMIAH SAEGER
2006	Kia	Sorento	KNDJC733565623264	KAYLENE ELIZABETH SMITH & CHRISTINA KAYLENE SMITH
2016	Hyundai	Accent	KMHCT4AE9GU843676	ALISON MARY FOWLER RUSSO/MARY OSTASESKI FOWLER
2001	Nissan	Altima	1N4DL01D31C208311	JEMY R GARCIA/TMX FINANCE OF TENNESSEE
2006	Chrysler	Sebring	1C3EL76R66N109866	DEMETRA A HOLT
2006	Nissan	Sentra	3N1AB61E76L618648	GERSON PAN
2020	Chevrolet	Colorado	1GCGTCEN9L1134788	JARRED MICHAEL MINSHEW,LINDSEY NICOLE PIANO/ KHOURY CHEVROLET OF MINERAL WELLS, INC /EXETER FINANCE
2009	Chevrolet	Malibu	1G1ZH57B89F235012	BARBARA GARRETT/CHRISTIAN WILLIAMS
2011	Buick	Enclave	5GAKRBED8BJ143220	NASHAT R KHALED
2015	Chevrolet	Malibu	1G11B5SL8FF248059	CLARA E BOYD/AFS ACCEPTANCE LLC
1999	Toyota	Camry	JT2BG22K6X0331179	JOSHUA TIENSIVU
1995	Ford	E-350	1FDKE30G5SHC10893	ADAM COCHRANE
2012	Toyota	Prius v	JTDZN3EU8C3167630	LUKE BRANSTETTER/ALLY FINANCIAL
2003	Ford	F-150	1FTRW08LX3KD66335	MICHAEL GREEN
2006	Nissan	Rogue	JNBAS58V58W135466	USENI JANGO
2016	BMW	750i	WBA7F2C50GG416953	WELLS STUART/AMERICREDIT FINANCIAL SVCS INC
2011	Ford	F-150	1FTFX1CF9BFA07542	JOHN S HANNA
1995	Toyota	Avalon	4T1GB11E1SU024761	GARREL LAWRENCE
2005	Nissan	Xterra	5N1AN08U65C616896	JOSEPH W REED/CAROLYN RENA REED/CAN AM MOTORS
2012	Chevrolet	Cruze	1G1PF5SC8C7237256	JOSEPH DANIEL HAYSMER
2009	Dodge	Dakota	1D7HE38P89S792932	MERLIN NOE CASTILLO GONZALES
2006	Stoughton	Trailer	1DW1A53236E813902	ANTHONY GILBERT AND PLATINUM RELOCATION SERVICE/ ANTHONY GILBERT AND PLATINUM RELOCATION SERVICE
1999	Wabash	Trailer	1JJV532WXXF616507	PLATINUM RELOCATION SERVICES LLC OR ANTHONY GILBER/ PLATINUM RELOCATION SERVICES LLC OR ANTHONY GILBER
1999	Kenworth	W-900	1XKWD69X0XJ827524	FUTURE EQUIPMENT INC
2015	Freightliner	Columbia	3ALXA7002FDGA1904	PLATINUM RELOCATION SERVICE LLC
1997	Toyota	4Runner	JT3HN87R3V0084284	SAUL RODRIGUEZ
1999	Honda	Accord	1HGCG1651XA011127	GARY F DILLARD
2006	Ford	F-150	1FTRX12W06FA31846	MARTIN SOTO PEREZ
2018	Mitsubish	Outlander	JA4AD2A31JZ051981	MICHAEL LACEY/ALLY FINANCIAL
2001	Toyota	Avalon	4T1BF28B11U146356	ALLEN FOWLER
2016	Jeep	Grand Cherokee	1C4RJEBG8GC429701	DEIDRE L THORNELL/LAS COLINAS FEDERAL CREDIT UNION
1998	Toyota	4Runner	JT3GM84R0W0033694	NATHAN DAVIS
2009	Hyundai	Sonata	5NPET46C09H554127	OSMAN SARMIENTO FUNEZ
2005	Toyota	Sienna	5TDZK23C25S221615	RICARDO AGUIRRE
2015	Nissan	Altima	1N4AL3AP8FC179362	ZERAY TSEGAY GEBREHIWOT
2017	Toyota	Sienna	5TDDZ3DC4HS159013	LING SHING/BLUE CAR INC
2004	BMW	745i	WBAGL63434DP69692	GIOVANNI BROWN/ADVANCE FINANCIAL 1966
2018	International	LT625	3HSDZAPR0JN424134	AN TRANSPORT ENGS COMMERCIAL FINA
2007	Honda	Civic	1HGFA16807L074104	ARMANDO PANO SALAS
2012	Ford	Fusion	3FAHP0HG3CR177507	BEAU BAXTER

Aug. 16, 23, 2024 MI302548

NOTICE

The following vehicle a 2011 Chrysler 200, Vin# 1C3BC1FB3BN536093 is located at 753 Shandale Dr, Madison, TN 37115. It is in the possession of Dale Hire, who is requesting title to said vehicle. All parties holding any legal interest in the vehicle must contact the person in possession by certified mail, return receipt requested within 10 business days of this ad.

Aug. 2, 16, 23, 2024 MI302368

NOTICE

The following vehicles will be auctioned at D&D Towing, 2643 Leah Drive, Columbia, TN 38401 on or after 08/23/24 @ 9AM,2016 Honda HRV, Vin# 3CZRU5H52GM744550, 2008 Honda Odyssey, Vin# 5FNRL38478B023361, 2007 Mack Semi Vision, Vin# 1M1AK01Y37N003040

D&D Towing to have final bid.

Aug. 2, 16, 2024 MI302428

NOTICE

The following vehicle will be auctioned at Die-Hard Towing, 122 Dyer Street, Columbia, TN 38401 on or after 08/16/2024 @ 9AM, 2003 Chevrolet Trailblazer, Vin# 1GNDS13S932179718

Die-Hard Towing to have final bid.

Aug. 2, 16, 2024 MI302429

NES – Committee/Board Meeting Notice

All NES board and committee meetings will be held onsite and streamed online until further notice. Board and committee meetings are open to the general public with social distancing measures in place. Committee meetings will begin at 8 a.m. with board meetings to immediately follow unless noted otherwise.

The Electric Power Board of the Metropolitan Government of Nashville and Davidson County will hold their regular meeting on Wednesday, August 28, 2024 starting at 8:00 a.m. Please visit: www.nespower.com for details.

A Nashville Electric Service customer who wishes to address the board must contact the Board Secretary by email at d'fraxenberg@nespower.com to make a request and learn more about providing comment.

Aug. 16, 23, 2024 MI300506

NOTICE

This is to serve as official notification that the following contents of the occupant's leased space in storage unit #2423 Danielle Nolan, unit #2254 Heather Christy unit # 2324 Alexander Jones, unit #B291 Zavian Allen, unit #2420A Joshia Waller and unit #2344 Kim Caruthers-Johnson, will be sold at a public auction to satisfy the lien according to Tennessee state law. Items inside are believed to be common household goods, stored at the facility located at: Bellevue's Best Self Storage- 505 Old Hickory Blvd Nashville TN, 37209. The auction will be held online at: www.storagetreasures.com on Saturday, August 23, 2024. The auction will close at approximately 5:00PM, Central time, on Friday, August 30, 2024.

Aug. 16, 2024 MI302437

NOTICE

Jennifer's Title Search
Gotavincalljen.com
Cell: 615-779-3255
Auction 9-7-2024 10:00 AM
Vehicles to be auctioned below:
Radfords Wrecker Service
1827 NW Broad St
19 Kia KNDJN2A22K7685999
Manny's Towing & Recovery
727 Old Salem Rd
06 Jeep 1J4GK4BK86W106184
07 Kia KNAFE121475430972
13 Ford 1FMCU9HX7DUA59077
JR Transmition
3279 Franklin Limestone Rd
99 Jeep 1J4FT68S4XL591981
R 1 Towing
1405 Lebanon Pike
00 Ford 1FAFP45X3YF153330
Boost Towing
4447 Veals Rd
92 Cadillac 1G6DW5472NR703304
16 Jeep 1C4NJDBB1GD536513
Fitz It Auto Care
2622 Old Lebanon Rd
07 Hyundai 5NPEU46F17H224954
Terry's Service Center
847 Hillwood Blvd
11 Kia KNDMG4C7B6368786
75 Kawasaki KZ650B531772
76 Kawasaki KZ650B509757
74 Kawasaki KZ650F002186
Autoworks
108 Dick Buchanan St
14 Harley Davidson 1HD1TD912EB954001
The Blessed Brothers
264 E Old Hickory Blvd
16 Chevy 3GNAXJEV7JS635633
Auto Auctions inc
100 Auctionway
23 Toyota 5YFB4MDEXPP053699
08 Dodge 1D8GU58K18W113617
14 Chrysler 2C3CCAAG3EH288822
16 Chevy 1G1PE5SBXG7158478
01 BMW WBAGH83421DP28009
14 Ford 1FADP3F26EL216132
16 Chrysler 2C3CCAKG2GH344184
Adex Automotive
481 Dick Buchanan St
14 Nissan 3N1CE2CP0EL367206
Smitty's Auto Parts
1609 Bell Rd
66 Ford 6Y81Z113945

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PUBLIC NOTICE FOR AUGUST 2024

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 purposes of considering and transacting business on behalf of GNRC or its members:

- Transportation Coordinating Committee – The committee will meet at GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on August 7 at 10:30 a.m. to develop recommendations for the Transportation Policy Board of the Nashville Area Metropolitan Planning Organization.
- Board of Directors – The Board will meet at GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on August 15 at 11:00 a.m. to conduct business on behalf of the Regional Council.
- Area Development Corporation (AADC) – The GNRC Board of Directors will meet at GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on August 15 at 11:00 a.m. AADC is administered by the SBA as a certified development company. Any portion of AADC business related to its work on behalf of GNRC's revolving loan fund will be open to the public and will have an opportunity for public comment.
- Regional Council – The council body will meet at the GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on August 21 at 10:15 a.m. to conduct business on behalf of its member governments.

Further notice is given that the most up-to-date information about these and other GNRC meetings is posted online at www.gnrc.org. Please check the GNRC website or call 615.862.8828 for the latest information about public meetings and locations or other items of public notice.

Opportunities for Public Comment

GNRC provides an opportunity for public comment as part of the regularly agenda for in-person meetings of public bodies. Those wishing to provide comments must be at the meeting and will be asked to identify themselves. The chairman of the board or committee speaks or commences as indicated meeting over this. Comments may also be submitted [illegible] in writing or by e-mail to comments@gnrc.org. Emailed comments will be reviewed as soon as [illegible] part or none of them is distributed at the public meeting.

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 program [illegible] State and federal investments in a range of social services and public infrastructure. GNRC serves as the region's federally recognized Area Agency on Aging and Disabilities (AAAD) and Economic Development District [illegible] and administers the Metropolitan Planning Organization (MPO) on behalf of the Nashville Area MPO's governing body.

Non-Discrimination Policy

GNRC does not discriminate on the basis of race, creed, color, religion, sex, including pregnancy, gender identity, and sexual orientation, age, family status, national origin, disability, genetic [illegible] including family medical history, [illegible] public services, [illegible] admission to, access to, or operations of its programs, services, or activities and GNRC does not [illegible] in employment practices. GNRC does not allow retaliation to any person participating in protected activities and applies to all [illegible] and employment and contract employers as well as subrecipients and subcontractors at the [illegible] that receive pass-through funding. A copy of the Non-Discrimination Policy is available at GNRC and online. Complaints or requests for a reasonable accommodation should be directed to Grant Kinsella, Non-Discrimination Coordinator, 44 Vantage Way, Ste. 450, Nashville, TN 37228, or by phone at 615.862.8843. GNRC meetings may be audio and video recorded.

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ADVERTISEMENT FOR BIDS

Sealed proposals will be received by Morgan County Commission at the offices of Morgan County Commission, 302 Lee Street NE, Decatur, Alabama 35601 until 2 P.M. August 29, 2024, and thereafter opened publicly for the

MORGAN COUNTY COURTHOUSE RENOVATIONS
DECATUR, ALABAMA

Bid documents may be examined at the Office of the Commission and Engineer.

Bid Documents may be obtained from the Architect by digital access or electronic access or a one time non-refundable fee of $300 for hard copy bid sets, which will be returned if bid is submitted and bid documents in good condition or non-refundable deposit within ten (10) days of bid date. Other sets for sub-contractors, reach-in and material fabricators and dealers may be obtained with the same deposit which will be returned as above. A digital set of bid documents including addenda will be provided to the plan room. Partial sets will not be provided. To expedite distribution of bid documents, deposit checks should be made payable to JMP Architecture, P.C. Bidding Documents will be issued beginning [illegible] Bid Date.

Bid Award will be made to the competent and responsible bidder as mandated by Title 39 of the Code of Alabama. All bidders must be licensed under Title 34 of the Code of Alabama and the successful contractor must possess on the bid close date of the bid.

A [illegible] CONFERENCE will be held in the Contractor Room of Morgan County Commission, 302 Lee Street NE, Decatur, Alabama 35601, August 13, 2024 at 9:00 AM (local time prevailing) for the purpose of reviewing the project and answering bidders questions. Attendance at the Pre-Bid Conference is a requirement for all Bidders intending to submit a Bid.

A cashier's check or bid bond made payable to the Morgan County Commission in an amount not less than five (5) percent of the amount of the bid, but in no event more than $10,000, shall accompany the Bidder's Bid and in all cases the bid bond shall be valid for a period of sixty (60) days. Contractor shall be required to furnish Performance and Payment Bonds, each covering a sum of not less than $100,000, and evidence of insurance, prior to the execution of the contract, which shall be approved by the Architect and Owner to be sufficient to cover all of the above requirements.

MORGAN COUNTY COMMISSION

JMP Architecture, PC
445 Dexter Avenue, Suite 8050
Montgomery, AL 36104
Telephone (334) 262-8672
Fax (334) 262-8692
July 31, 2024
EOE #0078482

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Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties



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THE TENNESSEAN



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date of the first publication (or posting) as described in (1)(A), or

(2) Twelve (12) months from the decedent's date of death

This 13th day of August, 2024

Hope Renee McWhorter
2014 West Mcclaughlin Street
Smyrna, TN 37167
Personal Representative(s)
Sheppard, Jennifer Lynne
2122 21st Avenue South
Nashville, TN 37212
Attorney for Personal Representative(s)
JOSEPH P. DAY
Probate Court Clerk
1 Public Square, Room 303
Nashville, TN 37201
Aug. 23, 30, 2024 CI302578

NOTICE TO CREDITORS

Docket No. 24P1352
Estate of Jeffrey Todd Rasmussen, Deceased

Notice is hereby given on the 13th day of August, Letters of Authority in respect to the estate of Jeffrey Todd Rasmussen, who died on 5/21/2024, were issued to the undersigned by the Circuit Court of Davidson County, Tennessee, Probate Division.

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, their claims will be forever barred

(1) (A) Four (4) months from the date of the first publication (or posting, as the case maybe) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication (or posting), or

(B) Sixty (60) days from the date 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 decedent's date of death

This 13th day of August, 2024

James Rolland Rasmussen
2500 Laurel Park Highway
Hendersonville, NC 28739
Personal Representative(s)
Eubanks, Bryson Nicholas
2494 N. Mount Juliet Rd. Ste 100
Mt. Juliet, TN 37122
Attorney for Personal Representative(s)
JOSEPH P. DAY
Probate Court Clerk
1 Public Square, Room 303
Nashville, TN 37201
Aug. 23, 30, 2024 CI302579

NOTICE TO CREDITORS

Docket No. 24P1497
Estate of Paul Rust Stumb, Deceased

Notice is hereby given on the 13th day of August, Letters of Authority in respect to the estate of Paul Rust Stumb, who died on 6/22/2024, were issued to the undersigned by the Circuit Court of Davidson County, Tennessee, Probate Division.

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, their claims will be forever barred

(1) (A) Four (4) months from the date of the first publication (or posting, as the case maybe) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication (or posting), or

(B) Sixty (60) days from the date 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 decedent's date of death

This 13th day of August, 2024

Mary Schlater Stumb
500 Elmington Ave. #216
Nashville, TN 37205
Truxton Trust Company
20 Burton Hills Blvd. Suite 200
Nashville, TN 37215
Personal Representative(s)
Scott, Eric J
103 Powell Ct. Suite 110
Brentwood, TN 37027
Attorney for Personal Representative(s)
JOSEPH P. DAY
Probate Court Clerk
1 Public Square, Room 303
Nashville, TN 37201
Aug. 23, 30, 2024 CI302580

NOTICE TO:

Respondent, **CRISTABIRCKBICHLER, MOTHER**, the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS in regard to the minor children, **A.H., DOB: 8/22/2014; O.B., DOB: 3/20/2017; K.C., DOB: 8/20/2019;** appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at 2 Millennium Plaza Clarksville, TN 37040 on **OCTOBER 7, 2024 at 9:00 a.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza, Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302586

NOTICE TO:

Respondent, **TYLER JACKSON, FATHER,** the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS in regard to the minor child, **O.B., DOB: 3/20/2017;** appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at 2 Millennium Plaza, Clarksville, TN 37040 on **OCTOBER 7, 2024 at 9:00 a.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza, Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302587

NOTICE TO:

Respondent, **CHRISTIAN CRENSHAW, FATHER,** the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP in regards to the minor child, K.C., DOB 8/20/2019, appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at: 2 Millennium Plaza Clarksville, TN 37040 on **October 7, 2024, at 9:00a.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza, Clarksville, TN 37040.

Aug. 23, 30, Sept. 6, 13, 2024 CI302588

NOTICE TO:

Respondent, **CHARLES HAMILTON, FATHER,** the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS in regard to the minor child, **A.H., DOB: 08/22/2014,** appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at 2 Millennium Plaza, Clarksville, TN 37040 on **OCTOBER 7, 2024 at 9:00 a.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza, Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302589

NOTICE TO:

Respondent, DOETIS VAUGHN, MOTHER, the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP in regards to the minor child, T.V., born on 1/16/2013, appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at: 2 Millennium Plaza Clarksville, TN 37040 on the **24th day of OCTOBER 2024 at 1:30p.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302590

NOTICE TO:

Respondent, PAUL STALLINGS, FATHER, the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP in regards to the minor child, T.V., born on 1/16/2013, appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at 2 Millennium Plaza Clarksville, TN 37040 on the **24th day of OCTOBER 2024 at 1:30p.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302591

NOTICE TO:

Respondent, PAUL STALLINGS, FATHER, the State of Tennessee, Department of Children's Services, has filed a PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP in regards to the minor child, T.V., born on 1/16/2013, appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to appear in the Juvenile Court of Montgomery County, Tennessee located at 2 Millennium Plaza Clarksville, TN 37040 on the **24th day of OCTOBER 2024 at 1:30p.m.** to personally answer the PETITION TO TERMINATE PARENTAL RIGHTS AND FOR FULL GUARDIANSHIP. The trial shall be held before the Honorable Tim Barnes, Judge for the Montgomery County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Montgomery County Juvenile Court Clerk's Office located at 2 Millennium Plaza Clarksville, TN 37040

Aug. 23, 30, Sept. 6, 13, 2024 CI302592

NOTICE

CHRISTOPHER D. COLEMAN

A petition has been filed against you by Thomas and Rebecca Dutton seeking to terminate forever your parental rights to **Isabella Ann Coleman**. It appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby **ORDERED** to file an Answer to the Petition for Termination of Parental Rights with the Clerk & Master of the Chancery Court of Sumner County, 155 E. Main Street, Room 3600, Gallatin, Tennessee 37066, and to serve a copy of that Answer upon Christine S. Carlton, GARNER LAW FIRM, PLLC, Attorneys for the Petitioners, 145 Maple Row Blvd., Hendersonville, Tennessee 37075, within thirty (30) days of the last date of publication of this notice, which will be on or about October 15, 2024. If you fail to do so, a 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 Chancery Court Clerk & Master's Office at the address shown above

PREPARED BY
Christine S. Carlton, BPR #17286
GARNER LAW FIRM, PLLC
Counsel for Petitioner
145 Maple Row Blvd
Hendersonville, TN 37075
(615) 452-4423
chris@pattbgarner.com
ENTERED BY COURT.
Case Title: In the Matter of: ISABELLA ANN COLEMAN
Case Number: 24AD-12
Type: ORDER

Orderec
Louis W. Oliver, III,
Sumner County Chancery Court Judge
Aug. 23, 30, Sept. 6, 13, 2024 CI302593

NOTICE TO:

Respondent, KELLIE SCRUGGS, MOTHER the State of Tennessee, Department of Children's Services, has filed a PETITION FOR DEPENDENCY AND NEGLECT in regards to the minor child, W.T. DOB 08/17/2023, and C.S. DOB 03/20/2020, appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby ORDERED to appear in the Juvenile Court of Sumner County, Tennessee located at: 155 East Main Street, Gallatin, Tennessee 37066 on the 24th day of September 2024 at 1:30 p.m. to personally answer the PETITION FOR TEMPORARY FOR DEPENDENCY AND NEGLECT. The trial shall be held before the Honorable David R. Howard, Judge for the Sumner County Juvenile Court. Failing to appear for the hearing on this date and time, without good cause, pursuant to Rule 39(c)(3) of the Tenn. R. Juv. P. will result in the loss of your right to contest the petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Sumner County Juvenile Court Clerk's Office located at 155 East Main Street, Gallatin, Tennessee 37066
Entered the 30th day of July, 2024
David Howard, Juvenile Judge
Prepared by State of Tennessee Department of Children's Services
Brandon M. Booker, BPR #025279
Assistant General Counsel
Department Children's Services
393 Maple Street, Suite 201
Gallatin, TN 37066
Aug. 23, 30, Sept. 6, 13, 2024 CI302596

Miscellaneous

Notices

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings, one virtual and three in person opportunities, concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new, optional Choice Lanes on an approximately 26-mile section of I-24 between Nashville and Murfreesboro. Project limits are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing passenger vehicles and transit riders with an effective transportation alternative. The new Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists and transit customers to maintain consistent travel times.

TDOT anticipates that adding capacity to this heavily traveled roadway would improve operations in this major growth area. The proposed Choice Lanes would be designed, built, financed, operated, and maintained by a private-sector partner through a Public-Private Partnership (P3), with initial funding provided by the Transportation Modernization Act.

These public meetings provide the public with an opportunity to learn more about the proposed Project and allow TDOT to gather public input for the proposed project.

TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024, on the I-24 Southeast Choice Lanes project website at 5 p.m. Public meetings will also take place in person at the following times and locations.

- **Wednesday, August 21, 2024**, from 5 p.m. to 7 p.m. at Smyrna Event Center at 100 Sam Ridley Parkway East, Smyrna, TN 37167
- **Wednesday, August 28, 2024**, from 5 p.m. to 7 p.m. at Nashville Fairgrounds at 401 Wingrove Street, Nashville, TN 37203
- **Thursday, August 29, 2024**, from 11 a.m. to 6 p.m. at Southeast Community Center at 5260 Hickory Hollow Parkway, Antioch, TN 37013

In-person Public Meetings will follow an open-house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments. The public will have the opportunity to express their opinions on any aspect of this proposed project.

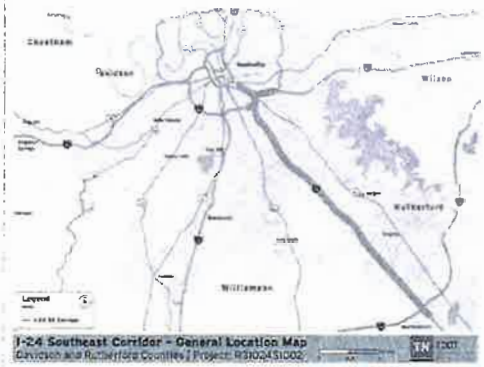
Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024.

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Chevalier no less than ten (10) days prior to the date of the meeting.

Ms. Shanna M. Chevalier, ADA/504 Coordinator
Suite 1200, James K. Polk Building
Nashville, TN 37243
Shanna.Chevalier@tn.gov
Phone: (615) 741-0465
TTY Relay: (877) 831-0298

Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the final meeting date to the following address:

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Aug. 2, 16, 23, 2024 MI302336

Real Estate Rentals

PUBLISHER'S NOTICE

All real estate advertising herein is subject to the Federal Fair Housing Act, which makes it illegal to advertise any preference, limitation or discrimination based on 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

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Furnished Apt. recently remodeled 1BR, 1BA in quiet area. Includes utils. Sect. 8 Welcomed $225/wk. 1 yr lease. 615-838-6353

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NOTICE TO FURNISHERS OF LABOR AND MATERIALS TO

Name of Contractor: the PROJECT NO. R35WAH-F3-035 CONTRACT NO. CNX335 COUNTY Davidson

The Tennessee Department of Transportation is about to make final settlement with the contractor for construction of the above numbered project. All persons wishing to file claims pursuant to Section 54-5-122, T.C.A. must file same with the Director of Construction, Tennessee Department of Transportation, Suite 700 James K. Polk Building, Nashville, Tennessee 37243-0334, on or before 9/27/2024

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Public Notices

020084-PR

Crown Castle is proposing to modify an existing wireless telecommunications facility, consisting of the replacement of antennas at 22 ft on an existing 19 ft telecommunications utility structure located within the public right of way located at the following site: 1126 Pine Street, Nashville, Davidson County, Tennessee 37203 (36 9 10.6N / 86 47 2.5W). The facility is not expected to be FAA lighted. Crown Castle 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 is available by contacting EBI Consulting, Project #020086-PR, 21 B Street, Burlington, MA 01803, or at 443-336-4142.

August 14 2024
LOKR0143337

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Advertisement of Public Auction
The following vehicles will be sold online at www.iaams.com/nashville public auction beginning on 10:00 AM on 8/29/2024

VEHICLE	VIN	REGISTERED OWNER
05 Nissan 350Z	JN1BZ34D45M705011	Federal Insurance
06 Scion tC	JTKDE167860244224	Cross Aaron
04 Kia Sorento	KNAJD536145488484	Ayo White
13 Kia Optima	KNAGV4A71D5136515	Latasha Armstrong
09 Ford Flex	2FMDK52C49BAC7168	Anwar Zamanakr
17 Ford Fiesta	3FADP4BJ5HM178262	GC Auto Inv DC
15 Hyundai Elantra	5NPDH4AE2FH574776	Al Thir Ltd
16 M'subishi Outlander	JA4AD3A31GZ041964	Al Thir Ltd
13 K'r Rio	KNDJN2A28D7726101	Al Thir Ltd
13 BMW 328Ci	WBA3B3C52DF542935	Allstate Ins
13 Hyundai Elantra	5NPDH4AE2DH347671	Chaney Crystal
11 Hyundai Sonata	5NPEB4AC5BH107210	Chase Alexandria
17 Nissan Maxima	1N4AA6AP9HC419647	Hartford Insur
05 Jeep Grand Cherokee	1J4GR48K75C569338	Manly M Anderson
17 Chevrolet Cruze	1G1BC5SM5H7270195	James Stallings
08 Ventury Mini	2V8HW08268R615302	Purdue Insurance
11 GMC Acadia Limited	1GKKVPKD3BJ379777	Sonya L Andrews
11 Nissan Versa	3N1BC1CP7BL31693	Tyrone Lander
09 Yamaha Motor Corp. YZFR1	JYARN20E29A027281	Seattle Bases
11 Hyundai Sonata	5NPEB4AF9BH[illegible]5585	Geico William Mosse
08 Toyota Camry	4T1BE46K98U[illegible]4167	State Farm Mutual Auto Ins Co
04 Nissan Titan	1N6AA07A64N563884	Geicoes Insur
15 Nissan Sentra	3N1AB7AP6KY274354	Progressi
08 Ford Mustang	1ZVHT80N385167878	Geicoins Common
20 Ford Mustang	1FA6P8TH2L5139777	Henry Venables
08 Chevrolet Cobalt	1G1AL58F587132074	Thomas Nelso
02 Nissan Altima	1N4AL21E92C142036	Nationwide Insur Compa
09 Infiniti G37x	JNKCV61F89M059322	Farmers Insur Group
12 Ford Escape	1FMCU0F70CUC60550	James Billings
03 Mercedes-Benz CLK320	WDBTJ65J13F151082	Gregory Alan Gaut
07 Nissan Murano	JN1AZ08W77W004829	Leslie Threatt
21 Honda CR-V	2HKRW2H45MH604461	Gloria J Hernandez
12 Kia Forte	KNAFU4A21C5485278	Darrell Haynes
08 Ford Explorer Sport Trac	1FMEU53E78UA48205	Guaranteed Auto Protection
11 Honda Civic	19XFC2F53BE072648	Erica Gaines
11 Hyundai Elantra	KMHDH4AE6BU[illegible]2918	Rashad Lamont Hall
04 Honda Element	5J6YH18754L075142	Ivan E Combs Insurance Agency
11 Nissan Altima	1N4AL3AP1BC[illegible]2711	Rebecca Harris
15 Chevrolet Impala	1G11Y5SL3F5118407	James Mcdaniel Farmers
07 Nissan Sentra	3N1AB61E37L[illegible]3532	Dunn Alan Agency Llc
18 Nissan Sentra	3N1AB7AP1KY[illegible]1882	Teresa J Mcintyre
15 Chevrolet Camaro	2G1FH1E33F9118007	Kelly Perez
01 Lincoln Continental	1LNHM97V91Y622148	William Weaver
04 Jeep Grand Cherokee	1J4GR48K15C[illegible]6962	Donald Armstrong
04 Audi A6	WAUDT44H64N[illegible]3811	Mason Andrews
11 Honda Accord	1HGCP2F38BA[illegible]5947	Alvin Burnett
07 Jeep Grand Cherokee	1J8HR48N37G[illegible]4706	Sean O Barr
15 Subaru Outback	4S4BSAFC1F3[illegible]4394	Johnson & Johnson
11 Cadillac CTS	1G6DJ5EV5B0[illegible]4988	Alexis Garcia
13 Honda CR-V	2HKRM3H3[illegible]2G06496	Gena Scott
16 Toyota Avalon	4T1BK1EB1GU[illegible]2539C	Elaine D Trammell
05 Buick LeSabre	1G4HR54K85U[illegible]1998	Jacqueline A Jones
12 Buick LeSabre	1G4HC5EK6CU[illegible]9998	Teesha Todd
12 Ford Mustang	1ZVBP8AM2C5[illegible]2507	Mohseb Lynn Alm
15 Nissan Murano	JN8AZ1MW5FW[illegible]4129	Nicholas Bandrau
16 Cadillac ATS	1G6AB5RA9G0[illegible]7096	Mark Kistler
12 Honda Accord	1HGCP2F88CA[illegible]8113	Humanwell Genesis Assurance Dac
04 Honda Civic	2HGFG12668H5[illegible]5137	Magdalena Perez Garcia
04 Toyota Tundra	5TBRT34145S[illegible]3576	Brian Tate
16 Chevrolet Equin	1GNFLGEK1G[illegible]7021	Carlos Barrera
10 Chevrolet Cobalt	1G1AF1F57A7[illegible]8201	Amanda Mae Sands
03 Ford Five Hundred	1FAHP23165G[illegible]7193	Neymone Blair
12 Ford F150	1FTFW1ET2CF[illegible]0677	Barbara Steele
02 Chevrolet Impala	2G1WF52E719[illegible]3324	Anthony M Rivera
13 Mazda CX-5	JM3KE2CE5D0[illegible]8795	Russell Lee
20 Ford Ecosport	MAJ3S2GE5LC[illegible]4961	Carlos Pelaez Sarmiento
Dodge Durango	1D4RD4FG7BC[illegible]3109C2	Kyle A Hernandez
17 Ford Focus	1FADP3F27JL[illegible]7085	Torres Goodheart
11 Toyota Camry	4T1BF3EK4BU[illegible]6707J	Jeanette S Flores Tellez
13 Nissan Altima	1N4AL3AP1DC[illegible]7160	Jaquanna Renee Gil
97 Ford F-150	1FTDX1764VKA[illegible]3580	Charles G Lam
18 Dodge Grand Caravan	2C4RDGEG2JR[illegible]5663	Jeffrey P Sinclair Sr
12 Ford Focus	1FAHP3K20CL[illegible]7787	William Potts
97 Ford E-350 Super Duty	1FBSS31L4VHA[illegible]6605	Gilda Leguna Perales
17 Hyundai Elantra	KMHD84LF2HU[illegible]4388	Terrell Jamal Francis
03 Chrysler 300	2C3JA53G43H[illegible]4802	Corey Stokes
16 Dodge Charger	2C3CDXBG8GH[illegible]0215	Tonesha Evans
20 Nissan Rogue	JN8BT3DC8LW[illegible]8333	Angela Finger
12 Nissan Altima	1N4AL2L75CC[illegible]0824	Leslie De Leur
10 Ford Escape	1FMCU0GX9DU[illegible]4787	Kelsey Dale
99 Freightliner FL70	4UHFL3CB3XH[illegible]6205C	Jane George
10 Ford Fusion	3FAHP0JA5AR[illegible]8748	Tommy Harris
01 Honda Accord	1HGCG56611A[illegible]1167	Felipe De Jesus Ismae
18 Kia Soul	KNDJP3A5XJ7[illegible]5267	Farmers Ins
03 Mercury Sable	1MEFM40173A[illegible]1471	Alex Gustavo Prieto
13 Infiniti G37x	JN1CV6AR1DM[illegible]6787	Ace Rental Llc
14 Kia Optima	5XXGW4L94EG[illegible]4715	Corey Wayne Moore
11 Dodge Nitro	1D8GU28K8BW[illegible]5221946	Tavaron Jones
02 Honda Civic	2HGES16502H[illegible]3786C	Cash 4 Quick Cleave
11 Kia Soul	KNDJT2A52B7[illegible]7299	Clear Cars Llc

LOYMS - Metro Impound - Facility 1701 Freightliner Drive Nashville, TN 37115 - 615 862 7600

Public Notices

NOTICE OF MEETING AND PUBLIC HEARING
THE HEALTH AND EDUCATIONAL FACILITIES BOARD OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE (the "Board"), will meet in public session at 3:30 a.m. local time, on Wednesday, August 21, 2024 in Metropolitan County Council Committee Room No. 2, 2nd Floor, in the Metropolitan Courthouse, 1 Public Square, Nashville, Tennessee, for the purpose of considering and transacting all business which may properly come before the Board, such business to include, but not necessarily be limited to, the following:

1. Pursuant to Section 8.44.112 of the Tennessee Code Annotated, the Board holds a designated public comment period at each meeting. Members of the public in attendance may provide comments to the Board during such designated time. No advance registration is required.

2. The request of Lyric Antioch Affordable Housing, L.P., an Indiana limited partnership, for preliminary approval of the issuance of multifamily housing revenue bonds, in one or more series (the "Lyric Bonds"), in an amount not to exceed $50,000,000, the proceeds of the sale thereof to be loaned to Lyric Antioch Affordable Housing, LP, to finance the acquisition, rehabilitation, and equipping of an approximately 336 unit multifamily housing facility located at or near 445 Arbor Place, Nashville, Davidson County, Tennessee 37207 (the "Lyric Project"). Lyric Antioch Affordable Housing, LP, will be the owner and operator of the Lyric Project to be financed with the proceeds of the Lyric Bonds.

3. Authorizing all documents and matters necessary or desirable in connection with the issuance of those certain not to exceed $3,500,000 Multifamily Housing Revenue Notes (Ascent Apartments Project) Series 2024, the proceeds of the sale thereof to be loaned to Preger Investments 2006 CLX XVIII, L.P., an Indiana limited partnership, to finance the acquisition, construction and equipping of an approximately 240 unit multifamily housing facility to be located at or near 2943 Brick Church Pike, Nashville, Davidson County, Tennessee 37207.

4. Authorizing all documents and matters necessary or desirable in connection with the issuance of those certain total aggregate principal amount not to exceed $48,000,000 Multifamily Housing Revenue Bonds (Fannie Mae MBS Secured) (4th and Shelby Apartments Project) Series 2024A and Multifamily Housing Revenue Bonds (4th and Shelby Apartments Project) Series 2024B, the proceeds of the sale thereof to be loaned to Shelby House II, LP, a Tennessee limited partnership, to finance the acquisition, construction and equipping of an approximately 287 unit multifamily housing facility to be located at or near 400 South Fifth Street, Nashville, Davidson County, Tennessee 37206.

5. Authorizing all documents and matters necessary or desirable in connection with the issuance of those certain total aggregate principal amount not to exceed $40,000,000 Multifamily Tax-Exempt Bonds (MBS Secured) (North River 2 Apartments) Series 2024A and Multifamily Housing Revenue Bonds (North River 2 Apartments) Series 2024B, the proceeds of the sale thereof to be loaned to WCO North River, LP, a Tennessee limited partnership, to finance the acquisition, construction and equipping of an approximately 241 unit multifamily housing facility to be located at or near 0 Curtis Street, Nashville, Davidson County, Tennessee 37218.

6. Authorizing all documents and matters necessary or desirable in connection with the issuance of those certain total aggregate principal amount not to exceed $43,000,000 Multifamily Tax-Exempt Bonds (MBS Secured) (Trinity Flats Apartments) Series 2024A and Multifamily Housing Revenue Bonds (Trinity Flats Apartments) Series 2024B, the proceeds of the sale thereof to be loaned to ECG Trinity Flats, LP, a Tennessee limited partnership, to finance the acquisition, construction and equipping of an approximately 182 unit multifamily housing facility to be located at or near 869 West Trinity Lane, Nashville, Davidson County, Tennessee 37207.

7. Authorizing all documents and matters necessary or desirable in connection with the issuance of those certain not to exceed $35,000,000 Multifamily Housing Revenue Bonds (Burning Tree Apartments Project), Series 2024, the proceeds of the sale thereof to be loaned to EC Burning Tree, LLLC, a Tennessee limited liability company, to finance the acquisition, rehabilitation and equipping of an approximately 280 unit multifamily housing facility located at or near 345 Burning Tree Drive, Nashville, Davidson County, Tennessee 37076.

8. Authorizing all documents and matters necessary or desirable in connection with the issuance of that certain not to exceed $66,000,000 Multifamily Housing Revenue Note (Whispering Oaks Apartments) Series 2024, the proceeds of the sale thereof to be loaned to TWG Whispering Oaks, LP, a Tennessee limited partnership, to finance the acquisition and rehabilitation of an approximately 482 unit multifamily housing facility located at or near 100 Tangle wood Court, Nashville, Davidson County, Tennessee 37211.

9. Authorizing the execution and delivery of all documents and instruments necessary or desirable in connection with the payment in lieu of tax transaction between the Board and Hampton Street Property, LLC, a Tennessee limited liability company, for the operation of 55 units of multifamily housing 20% of which will be at 50% AMI, or less, to be located at or near 1104 Avondale Circle, Nashville, Davidson County, Tennessee 37207.

A public hearing (pursuant to Section 147(f) of the Internal Revenue Code of 1986, as amended) ("TEFRA Hearing") will be held at the above scheduled meeting by the Board in connection with the issuance of the Lyric Bonds and the location and nature of the Lyric Project. At such public hearing there will be an opportunity for persons to express their views concerning the foregoing. Anyone may speak at such public hearing or submit written comments to be considered thereat. Persons wishing to participate should submit a written request to speak to Cynthia M. Barnett, counsel to the Board, at the below address at least 24 hours prior to the public hearing.

Additional information concerning the above may be obtained from, and written comments should be addressed to, Ms. Cynthia M. Barnett, Adams and Reese LLP, 1600 West End Avenue, Suite 1400, Nashville, Tennessee 37203, email cindy.barnett@arlaw.com, telephone number (615) 259-1454.

If any accommodations are needed for individuals with disabilities who wish to be present at this meeting, please request the accommodation through hubNashville at https://nashville.gov/hub ADA boards or by calling (615)862-5000. Requests should be made as soon as possible, but 72 hours prior to the scheduled meeting is recommended.

Becky Sharpe, Chair

August 14 2024
LOKR0141907

Homes



Community Announce

last, found, happy ads, rewards...

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings, one virtual and three in-person opportunities, concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new, optional Choice Lanes in an approximately 26-mile section of I-24 between Nashville and Murfreesboro. Project limits are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing drivers in the project area with an effective transportation alternative. The new Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists and transit customers to maintain consistent travel times. TDOT anticipates that adding capacity to this heavily traveled roadway would improve reliability in the future growth area. The proposed Choice Lanes would be designed, built, financed, operated, and maintained by a 50-year concession period through a Public-Private Partnership (P3), with overall funding provided by the Transportation Modernization Act. These public meetings provide the public with an opportunity to learn more about the proposed Project and allow TDOT to gather public input on the proposed project. TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024, on the I-24 Southeast Choice Lanes project without an in-person meeting. Public meetings will also take place in person at the following times and locations:

- Wednesday, August 21, 2024, from 5 p.m. to 7 p.m. at Smyrna Event Center at 100 Sam Ridley Parkway East, Smyrna, TN 37167
- Wednesday, August 28, 2024, from 5 p.m. to 7 p.m. at Nashville fairgrounds at 401 Wingrove Street, Nashville, TN 37203
- Thursday, August 29, 2024, from 11 a.m. to 1 p.m. at Southeast Community Center at 5260 Hickory Hollow Parkway, Antioch, TN 37013

In-person Public Meetings will follow an open house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments. The public will have the opportunity to express their opinions on any aspect of this proposed project. Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website for a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to visit the website to provide feedback and comments until Thursday, September 19, 2024. Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Chevalier no less than ten (10) days prior to the date of the meeting. Ms. Shanna M. Chevalier, AIA/NCARB Coordinator, Suite 1700, James K. Polk Building, Nashville, TN 37243, Shanna.Chevalier@tn.gov, Phone: (615) 741-0465, TN Relay (877) 831-0298. Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements and other exhibits to be included in the project transcript may be submitted within twelve-days (12) days after the final meeting date to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0332

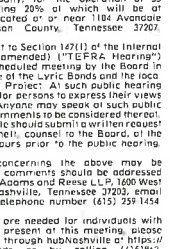


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THE TENNESSEAN

Public Notices

10484757
NOTICE OF SERVICE BY PUBLICATION
In the Juvenile Court for Dickson County Tennessee
In Re: KHD, MKO and KCS, a minor child
TO: Jose Alonzo
It appearing from the Petition filed in this cause which is sworn to, that the Respondent Jose Alonzo is a resident of the State of Tennessee and his/her last known address being in Dickson County, however, service of ordinary summons cannot be served upon him/her. NOTICE is hereby provided that the Respondent is commanded to serve on Attorney for Petitioner Kelly Jackson Smith, 317 East COLLEGE Street, Suite A, DICKSON, TN 37055, an answer to the Petition filed against you in this cause within thirty (30) days from the fourth (4th) publication of this notice as required by law, otherwise a judgment by default will be taken.
It is further ordered that this notice appear in The Tennessean for four (4) consecutive weeks.
This the 15th day of August, 2024.
Leslie Shelton
Juvenile Court Clerk
8/21, 8/28, 9/5, 9/11, 2024

Public Notices

10456718
INVITATION FOR BID (IFB)
Agencywide Sealing, Striping, Crack Filler, and Asphalt Patching
Solicitation No. 2024-AH-B13

The Metropolitan Development and Housing Agency (MDHA) will receive bids from qualified providers for Agencywide Sealing, Striping, Crack Filler, and Asphalt Patching.

This Agencywide Sealing, Striping, Crack Filler, and Asphalt Patching IFB is available through MDHA's Procurement Housing Agency Marketplace site.
URL: https://app.bidnetwork.com/MDHAProcurement

All bids must be received before 10 a.m. CT Sept. 30, 2024
A pre-bid meeting will be held at 11 a.m. CT Aug. 30, 2024

For inquires call: 615.252.8490

Your Source Public Notices for the latest...

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. Bidders bidding $25,001 or more must be licensed per state law. Five percent (5%) bid security may be required. Non-Discrimination policy applies. Project: Davey Crockett Tower Office Space Consolidation - DIDD. Davy Crockett Tower, Nashville, Davidson County, Tennessee. SBE Project #: 529-077-01-2022. Bids sent by mail or express may be delivered to the attention listed below and must be received before 2:00 p.m. Local Time (Central Time) on Wednesday, September 18, 2024. 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) 741-6111. Drop off or courier service bids shall be submitted to the Central Procurement Office after 8:30 a.m. and before 2:00 p.m. Local Time (Central Time) on Wednesday, September 18, 2024. *Note: Please allow extra time as all persons choosing to drop off bids must sign-in at the 3rd floor security desk before visiting the Central Procurement Office.* The Central Procurement Office, William R. Snodgrass Tennessee Tower, 3rd 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): 2309 367 2967, Meeting Password: 529-077-01-2024, Join by phone: (415) 655-0001 At 10:00 a.m., Local Time (Central Time) on Thursday, September 19, 2024. Plan Rooms: Nashville Chapter, Construction Association; Associated General Contractors, Nashville, GA; Construct Connect, Grand Prairie, TX; Dodge Construction Network. Plan Deposit: $1,000.00. Designer: HNK Architects, PLLC, 5405 Maryland Way, Suite 109, Brentwood, Tennessee 37027. Contact: Jonas Clary. Phone: (615) 866-0020. Pre-Bid Conference: A Pre-Bid Conference will be held at the facility (Virtual Option: (Teams – Meeting ID: 278 645 341 902, Passcode: Zb67ejqt, all-in-1 – 209 4396 478556036#)) on Tuesday, August 27, 2024 at 10:00 a.m. Local Time (Central Time). Please call the Designer for special procedures required during the Pre-Bid Conference.

Your Source Public Notices for the latest...

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. Bidders bidding $25,001 or more must be licensed per state law. Five percent (5%) bid security may be required. Non-Discrimination policy applies. Project: General Infrastructure Upgrades, Tennessee Central Innovation and Creative Quarter, Davidson County, Tennessee. SBE Project #: 142-005-01-2024. Bids sent by mail or express may be delivered to the attention listed below and must be received before 2:00 p.m. Local Time (Central Time) on Wednesday, September 18, 2024. 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) 741-6111. Drop off or courier service bids shall be submitted to the Central Procurement Office after 8:30 a.m. and before 2:00 p.m. Local Time (Central Time) on Wednesday, September 18, 2024. *Note: Please allow extra time as all persons choosing to drop off bids must sign-in at the 3rd floor security desk before visiting the Central Procurement Office.* The Central Procurement Office, William R. Snodgrass Tennessee Tower, 3rd 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): 2309 309 3924, Meeting Password: 142-005-01-2817, Join by phone: (415) 655-0001 At 9:00 a.m. Local Time (Central Time) on Thursday, September 19, 2024. Plan Rooms: Nashville Chapter, Construction Association; Associated General Contractors, Nashville, GA; Construct Connect, Grand Prairie, TX; Dodge Construction Network. Plan Deposit: $1,000.00. Designer: HNK Architects, PLLC, 5405 Maryland Way, Suite 109, Brentwood, Tennessee 37027. Contact: Jonas Clary. Phone: (615) 866-0020. Pre-Bid Conference: A Pre-Bid Conference will be held at the facility (Virtual Option: (Teams – Meeting ID: 278 645 341 902, Passcode: Zb67ejqt, all-in-1 – 209 4396 478556036#)) on Tuesday, August 27, 2024 at 10:00 a.m. Local Time (Central Time). Please call the Designer for special procedures required during the Pre-Bid Conference.

Your Source Public Notices for the latest...

Tennessee Department of Transportation to Hold Informational Public Meetings for the proposed I-24 Southeast Choice Lanes Davidson and Rutherford Counties

The Tennessee Department of Transportation will host four public meetings (in-person and virtual) and three in-person open house meetings concerning the proposed I-24 Southeast Choice Lanes project. The proposed project would construct new, tolled Choice Lanes on approximately 26 miles section of I-24 between Nashville and Murfreesboro. Project limits are still under consideration and development. The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity by providing passenger vehicles and transit riders with an effective transportation alternative. The new Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists and transit customers to maintain consistent travel times. TDOT also states that adding capacity to [illegible] would improve operations in this major growth area. The proposed Choice Lanes would be managed, [illegible] maintained, operated and maintained by a private sector partner through a Design-Build-Finance-Operate-Maintain (DBFOM) agreement with the Transportation Modernization Act. These public meetings provide the public with an opportunity to learn more about the proposed Project and allow TDOT to gather public comment on the proposed project. TDOT will conduct a Virtual Public Meeting on Wednesday, August 14, 2024 on the I-24 Southeast Choice Lanes project website at 5 p.m. Public meetings will also take place in person at the following times and locations:

- Wednesday, August 21, 2024 from 5 p.m. to 7 p.m. at 50+ years Event Center at 1301 Sam Ridley Parkway East, Smyrna, TN 37167
- Wednesday, August 28, 2024 from 5 p.m. to 7 p.m. at Nashville Fairgrounds at 401 Wrather Street, Nashville, TN 37203
- Thursday, August 29, 2024, from 5 p.m. to 8 p.m. at Southeast Community Sports Center at 3260 Hackers Hollow Parkway, Antioch, TN 37013

In-person Public Meetings will follow an open house format with no formal presentations. The public is welcome to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments. The public will have the opportunity to express their opinions on any aspect of the proposed project. Information shared at these Public Meetings will be published and made available online for review and public comment on the I-24 Southeast Choice Lanes project website to a minimum of thirty (30) days beginning Wednesday, August 14, 2024. Interested parties are invited to attend the website or [illegible] and comment [illegible] 2024. Persons who require special assistance or auxiliary aids in order to participate at the meeting may contact Ms. Shondra Chesser at no less than ten (10) business days prior to the date of the meeting. Ms. Shanta M. Chesser, ADA/504 Coordinator, Suite 200, James K. Polk Building, Nashville, TN 37243, Phone: (615) 741-3681, TTY Relay (877) 837-6391. Comment sheets will be available for those who prefer to make written statements at the public meetings. Written statements are encouraged to be submitted at the project transition meetings, within twenty-one (21) days after the last meeting to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0334.



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855-246-2574

APPENDIX D: NOTICES PROVIDED

PRESS RELEASE

TN TDOT Department of Transportation

FOR IMMEDIATE RELEASE
Friday, July 26, 2024

CONTACT: Rebekah Hammonds
OFFICE: 615-741-7446

TDOT to Hold Public Meetings for I-24 Southeast Choice Lanes

Project Team Seeks Public Input for State's First Choice Lanes Project

Nashville, Tenn. — The Tennessee Department of Transportation (TDOT) will host four public meetings, one virtual and three in person, concerning the proposed I-24 Southeast Choice Lanes project.

The proposed project is the first of its kind in Tennessee, and would construct new, optional lanes on approximately 26 miles of I-24 between Nashville and Murfreesboro in Davidson and Rutherford counties. The additional priced managed lanes would address travel time reliability and regional connectivity by providing passenger vehicles and transit riders with an effective transportation alternative. Choice Lanes would give drivers the option to bypass congestion by providing consistent speeds and travel times.

Project limits are still under consideration and development. TDOT anticipates that adding capacity to this heavily traveled roadway would improve operations in this major growth area.

The purpose of these public meetings is to provide the public with an opportunity to learn more about the proposed project and allow TDOT to gather input for the proposed project.

TDOT will conduct a virtual public meeting on Wednesday, August 14, 2024, at 5 p.m. where a presentation will be shared and discussed on the I-24 Southeast Choice Lanes website. Attendees will also have the opportunity to submit questions for TDOT to respond to. Open house public meetings will also take place in person at the following times and locations:

- Wednesday, August 21, 2024
  5 p.m. - 7 p.m.
  Smyrna Event Center
  100 Sam Ridley Parkway East, Smyrna, TN 37167
- Wednesday, August 28, 2024
  5 p.m. - 7 p.m.
  Fairgrounds Nashville
  401 Wingrove Street, Nashville, TN 37203
- Thursday, August 29, 2024
  11 a.m. - 6 p.m.
  Southeast Community Center
  5260 Hickory Hollow Parkway, Antioch, TN 37013

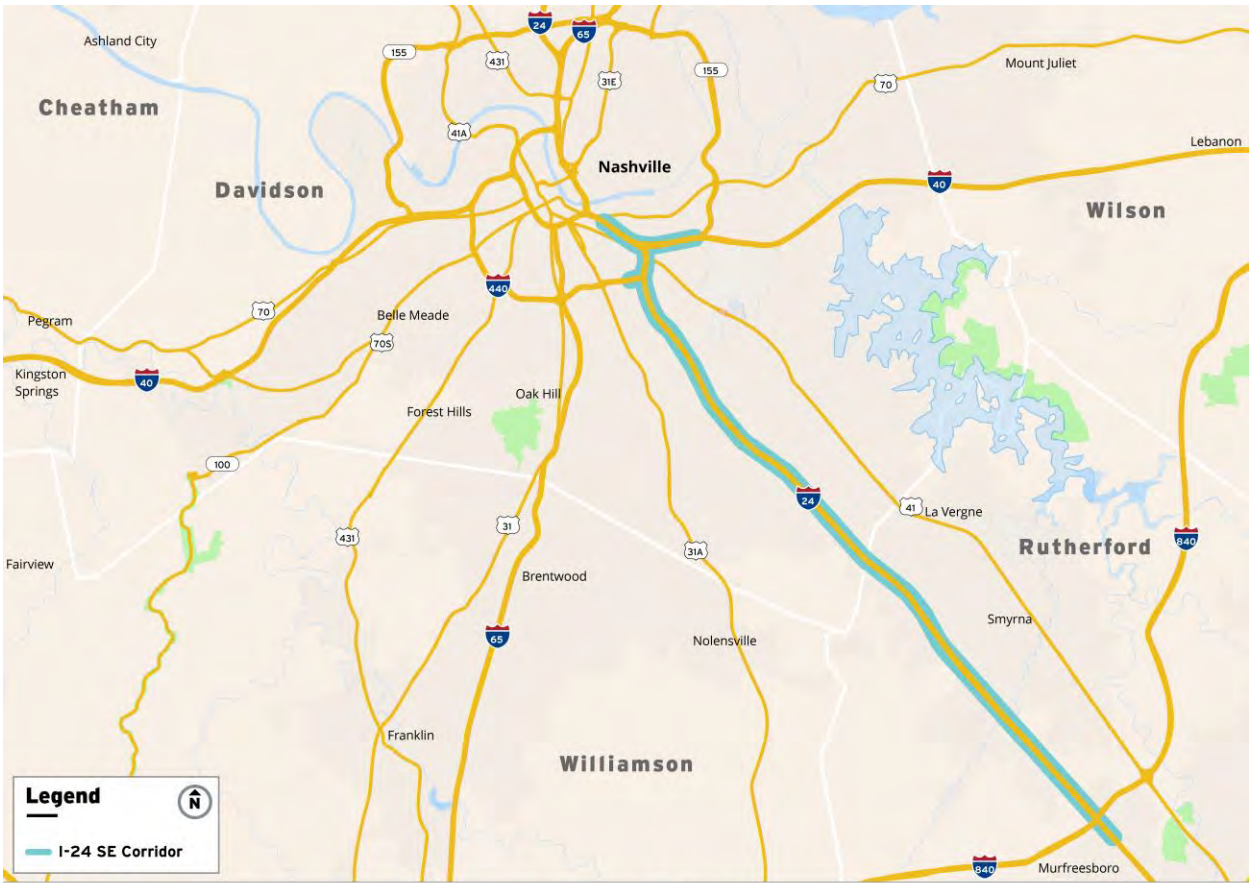
TN TDOT Department of Transportation

The public is invited to visit these public meetings anytime during the scheduled hours to see the proposed project concept, ask questions and submit electronic, written or voice-recorded comments. The public meetings will be open house style, where the public will be able to review project information and talk to the project team. While there will be no formal presentation at the in-person meetings, a recording of the virtual meeting presentation will be available on our website. A dedicated email and voicemail hotline are also available at TDOT.24ChoiceLanes@tn.gov and (615) 451-8039.

Information shared at these public meetings will be published online for review and public comment on the project website beginning Wednesday, August 14, 2024. The public may feedback and comments until Thursday, September 19, 2024.

Persons with a disability, who require aids or services to participate in the meetings, 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.

###



I-24 Southeast Corridor - General Location Map

Davidson and Rutherford Counties | Project: R31024S1002

0 2.5 5 Miles

TN TDOT Department of Transportation

APPENDIX E. PUBLIC OUTREACH DOCUMENTATION

APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

AUDIO GO ADS

November 2024

Ready for a new CHOICE?



Choice Lanes are coming to I-24 Southeast

TAP FOR DETAILS

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

audiogo

Campaign Report
08/13/2024 - 08/29/2024

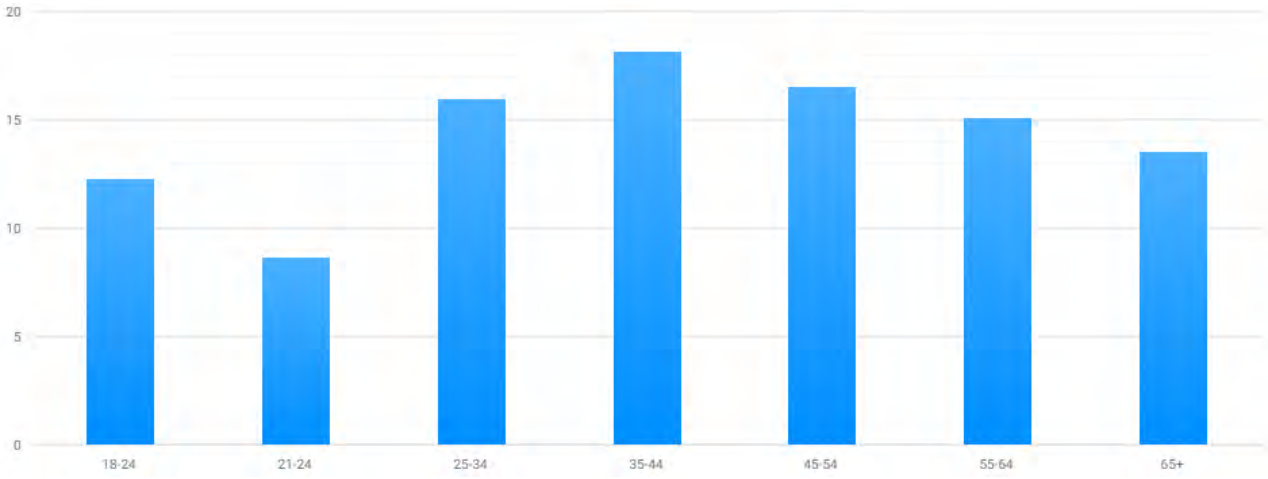
Campaign Name
I-24 Southeast Choice Lanes

Impressions	Listeners Reached	Total Clicks	Total Spend
138,925	127,837	259	USD2,920.47

Device Breakdown



Age Breakdown



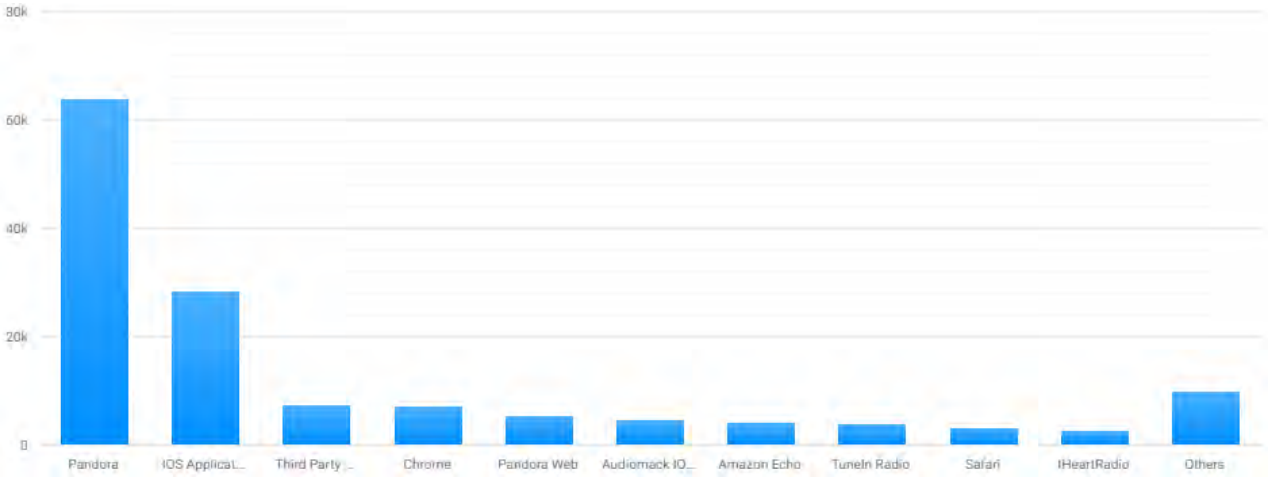
audiogo

Campaign Report
08/13/2024 - 08/29/2024

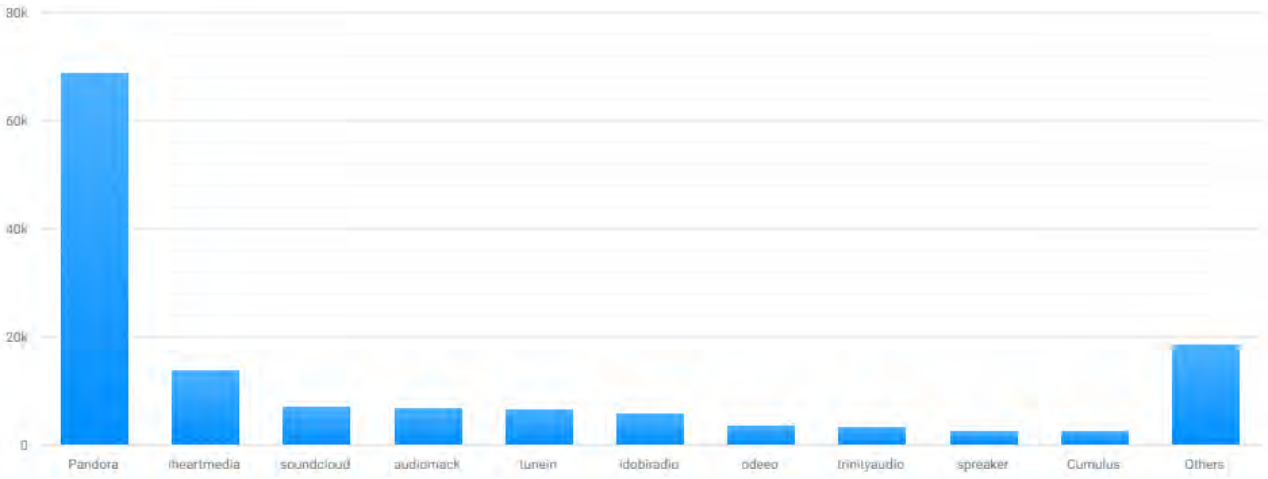
Campaign Name
I-24 Southeast Choice Lanes

Impressions	Listeners Reached	Total Clicks	Total Spend
138,925	127,837	259	USD2,920.47

Player Breakdown



Publishers Breakdown



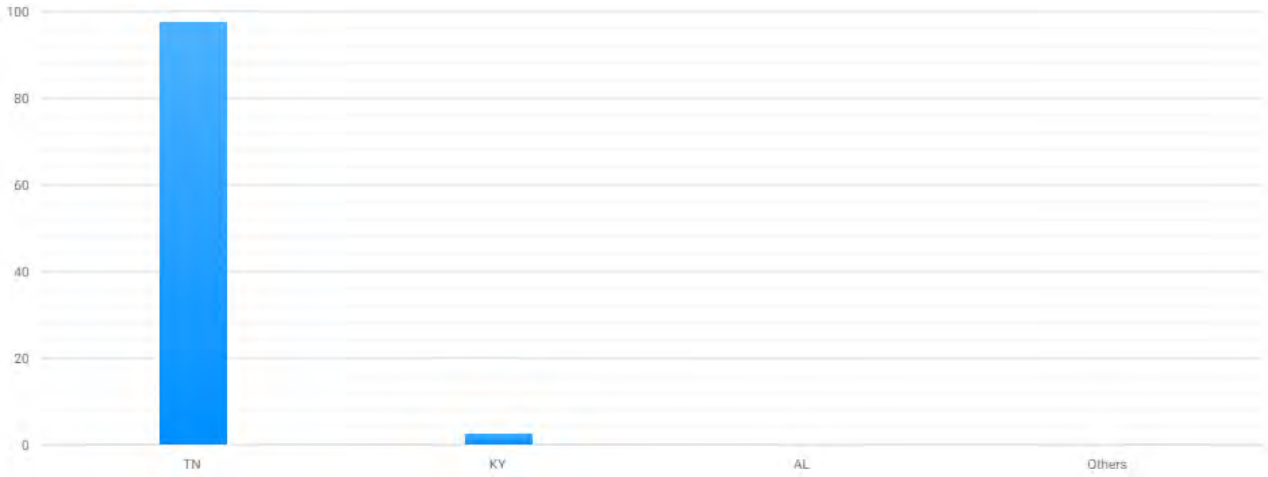
audiogo

Campaign Report
08/13/2024 - 08/29/2024

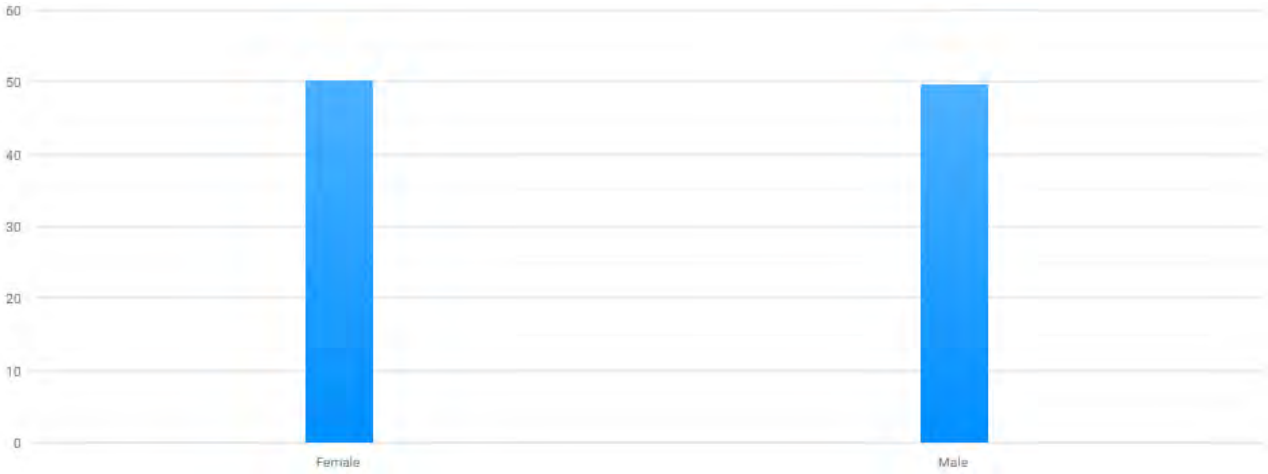
Campaign Name
I-24 Southeast Choice Lanes

Impressions	Listeners Reached	Total Clicks	Total Spend
138,925	127,837	259	USD2,920.47

Location Breakdown for States



Gender Breakdown



audiogo

Campaign Report
08/13/2024 - 08/29/2024

Campaign Name
I-24 Southeast Choice Lanes

Impressions	Listeners Reached	Total Clicks	Total Spend
138,925	127,837	259	USD2,920.47

Daily Trend for Impressions

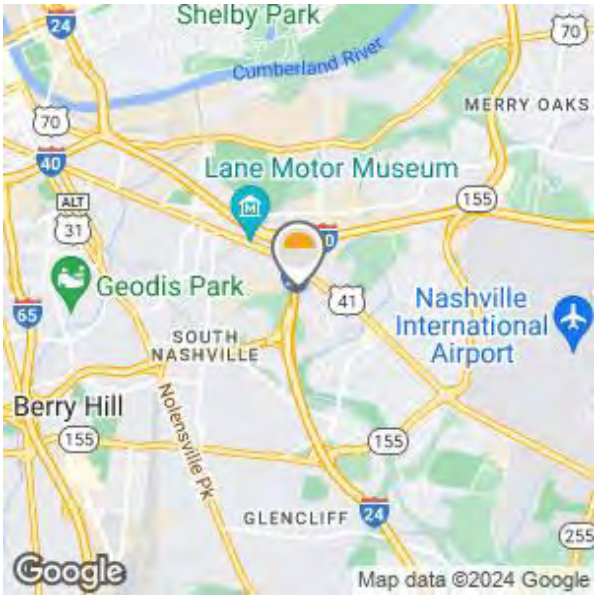
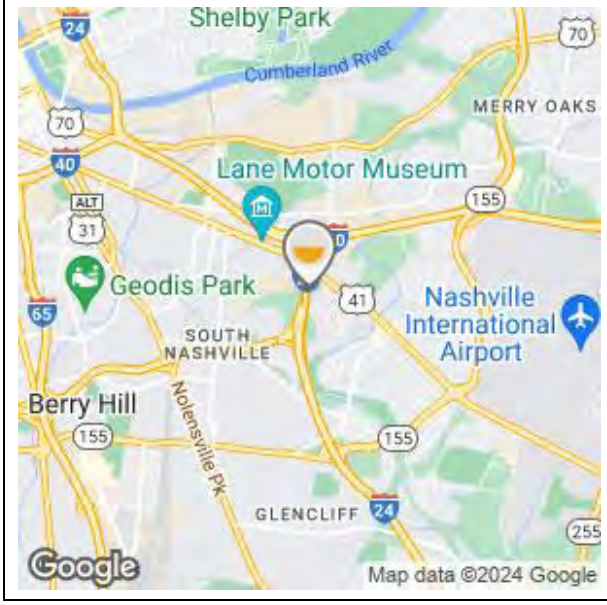


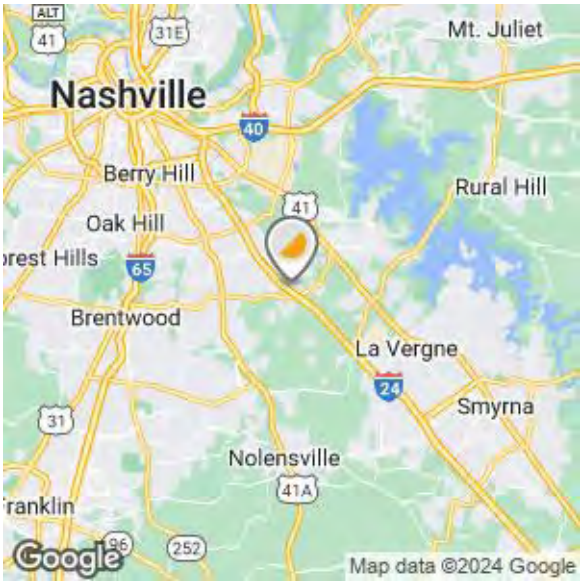
APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

BILLBOARDS

November 2024

Table 3-2. Billboard Locations

LOCATION	WEEKLY IMPRESSIONS	RATE
I-24, 0.4 west of I-440 EXIT 52 Facing: South 	387,095 per spot	$3,400
I-24, .4 miles West of I-440 EXIT 52 Facing: North 	306,322 per spot	$3,000

LOCATION	WEEKLY IMPRESSIONS	RATE
I -24, 3 miles West of Bell Road EXIT 59 Facing: Northwest 	226,337 per spot	$3,200
I-24, .9 miles West of Sam Ridley Parkway EXIT 66 Facing: East (La Vergne) 	199,471 per spot	$2,800



CHOICE LANES
I-24 Southeast

TN TDOT Department of Transportation

Another Choice Is on the Way

learn more at www.tn.gov/tdot



CHOICE LANES
I-24 Southeast

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CHOICE LANES
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LAMAR

960

INVOICE

Invoice received 8/20/2024

QUESTIONS? CONTACT 615-228-5500
OR (225) 926-1000

CUSTOMER: TDOT COMMUNITY RELATIONS DIVISION
ADVERTISER: TDOT COMMUNITY RELATIONS DIVISION

CUSTOMER
CONTRACT NO:

LAMAR CUSTOMER NO: 747852
LAMAR CONTRACT NO: 4648613

INVOICE NO: 116167967
INVOICE DATE: 07/26/2024
DUE DATE: 08/25/2024

MARKET / MEDIA TYPE / DESIGN / LOCATION	CONTRACT SERVICE DATES	PANEL NUMBER	PANEL TAB ID	ILLUM	AMOUNT
16 - NASHVILLE, TN 30-Nashville, TN Media Type: DigitalBulletins					
I -24 S/S .3 MILE W/O BELL RD EXIT 59 F/ W	7/26/24-8/22/24	80001	14924225	Yes	2,800.00
I-24 N/S .4 MILE W/O I-440 EXIT 52 F/N		80008	30832412	Yes	3,000.00
I-24 N/S .4 MILE W/O I-440 EXIT 52 F/E		80018	30966444	Yes	3,400.00
				Total Panels:3	
903 - LAVERGNE, TN 30-Nashville, TN Media Type: DigitalBulletins					
I-24 N/S .9 MILE W/O SAM RIDLEY PKWY EXI T 66 F/E	7/26/24-8/22/24	83001	30780553	Yes	2,800.00
				Total Panels:1	

Services Received through 8/22/2024

Approved to pay:

Department ID	4036301000
Spdcht	TX00341495
Vendor	76572
Requisition	548782
PO	502809
Receipt	
Voucher	

STATE TAX	COUNTY or PARISH TAX	CITY TAX	AMOUNT
0.00	0.00	0.00	12,000.00

REMITTANCE STUB - Please send this with payment.

Thank you for doing business with Lamar. Your prompt payment of this invoice is greatly appreciated.

TO PAY ONLINE, PLEASE VISIT http://payments.lamar.com

0007478521161679670000120000000

CUSTOMER

TDOT COMMUNITY RELATIONS DIVISION
JAMES K. POLK BLDG., SUITE 700
505 DEADERICK STREET
NASHVILLE, TN 37243

TERMS:
NET 30 DAYS

THIS AMOUNT DUE
12,000.00
US DOLLARS

Lamar Office Use Only
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pr:07/26/2024 sc:08/01/2024
ContractPlantAdvertiser

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ATLANTA, GA 30374-6966

APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

COMMUNITY EVENT SUMMARIES

November 2024

I-24 Southeast Choice Lanes Public Engagement Summary – July 2024

1. Let Freedom Sing Fourth of July Celebration

TDOT set up a vendor booth at Nashville's Let Freedom Sing Fourth of July event to engage with Nashvillians and bring awareness to the I-24 Southeast Choice Lanes project. While many in attendance were tourists visiting for the holiday, locals that did visit the booth were interested in learning more about the project. Common questions/comments included:

- I-24 needs something like this.
- How long will it take?
- How many new lanes?
- Is it (Choice Lanes) like the carpool lanes?
- How much will the user fee be?

Staff: TDOT P3 Executive Director Bryan Ledford, P3 Communications Officer Rebekah Hammonds and three consultant staff.

PIMA Data:

Name:	Amanda Mcnish
Email:	amcnish73@gmail.com
Phone:	(941) 993-5064
Address:	310 Arbor Lake Blvd 310 Hermitage, TN 37076
Date:	07/04/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Needs to happen

Name:	Christian Suriano
Email:	cratea113@gmail.com
Phone:	(772) 913-5850
Address:	Nashville, TN 37203
Date:	07/04/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response

Comment:	Signed up for the newsletter

Name:	Odgra Bobo
Email:	bobo_cameo@yahoo.com
Phone:	
Address:	Antioch, TN 37013
Date:	07/04/2024
Level of Support:	In Favor
Response Requested:	Do not send me a response
Comment:	Signed up for Newsletter

Name:	Clint Fields
Email:	clintfields@mac.com
Phone:	(615) 554-1881
Address:	37211
Date:	07/04/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for Newsletter

Name:	Rogers
Email:	drdcrogers@gmail.com
Phone:	
Address:	Clarksville, TN
Date:	07/04/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for Newsletter

Name:	Brian Ambor
Email:	brnb0412@aol.com
Phone:	
Address:	Knoxville, TN
Date:	07/04/2024
Level of Support:	Neutral

Response Requested: Do not send me a response
Comment: Signed up for Newsletter

Name: Mr. Rodriguez
Email: e.rodrigue1228@gmail.com
Phone:
Address: Nashville, TN
Date: 7/04/2024
Level of Support: Neutral
Response Requested: Do not send me a response
Comment: Signed up for Newsletter

Name: Mr. Bynoe
Email: abynoe@bynoeconsultinggroup.com
Phone:
Address: Nashville, TN 37203
Date: 07/04/2024
Level of Support: Neutral
Response Requested: Do not send me a response
Comment: Signed up for Newsletter

Name: David Brown
Email: david.brown0421@hotmail.com
Phone:
Address: Murfreesboro TN 37130
Date: 07/04/2024
Level of Support: Neutral
Response Requested: Do not send me a response
Comment: Signed up for Newsletter

Name: Dan Dennis
Email: drdennis@garverusa.com
Phone:
Address:
Date: 07/04/2024

Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for Newsletter

2. Southeast Community Day – Antioch, TN

TDOT hosted a vendor booth at this year's Southeast Community Day from 9 a.m. to noon, passed out 150 flyers and engaged with 50 attendees who approached the booth. Seven community members signed up for the project newsletter and one signed up for project text message alerts. The event was hosted off I-24 Southeast and 100% of those we spoke with indicated they live in the community and use the corridor daily. The project was well received by those who approached the booth, many expressing frustration with the congestion on I-24 Southeast as they commute to and from Nashville from the Antioch area.

Common questions/comments included:

- How long will it take?
- Where will the new lanes go?
- How much will the user fee be?
- How is the project funded?

Notable attendees: Nashville Councilmembers David Benton (District 28) and Joy Styles (District 32)

Staff: TDOT P3 Executive Director Bryan Ledford, P3 Communications Officer Rebekah Hammonds and three consultant staff.

PIMA Data Collected:

Name:	Sikhu Page
Email:	smtetwa@hotmail.com
Phone:	
Address:	Antioch, TN 37013
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for Newsletter

Name:	Adrena Lewis
Email:	e_marie22@yahoo.com

Phone:	
Address:	Antioch, TN 37013
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Yes, signed up for newsletter

Name:	Larissa Karuranga
Email:	neal.larissa@yahoo.com
Phone:	
Address:	Davidson, TN 37217
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Yes, signed up for newsletter

Name:	Krista Noel
Email:	krista.noel@yahoo.com
Phone:	
Address:	Antioch, TN 37013
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for newsletter

Name:	Lisa Shadrick
Email:	lisaann.shadrick@gmail.com
Phone:	
Address:	Nolensville, TN 37135
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Yes please add toll lanes 😍 connect using EZPASS . I COULD NOT BE MORE EXCITED., signed up for newsletter

Name:	Deanna Livesay
Email:	Catleana@hotmail.com
Phone:	
Address:	Antioch, TN 37013
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Yes excited, signed up for newsletter

Name:	Haily Moore
Email:	hailypaigemoore9890@icloud.com
Phone:	
Address:	Antioch, TN 37013
Date:	07/27/2024
Level of Support:	Neutral
Response Requested:	Do not send me a response
Comment:	Signed up for newsletter

3. Plaza Mariachi Back-to-School Event – Nashville, TN

TDOT hosted a vendor booth at Plaza Mariachi's Back-to-School event from 1 p.m. to 4 p.m. The Hispanic Family Foundation registered 3,400 children for this event to receive school supplies and backpacks. As attendees walked past the booth to receive their school supplies, the I-24 Southeast Choice Lanes Project Team handed out Choice Lanes activity books to 1,200 children and Project information, translated in Spanish, to every adult accompanying them – totaling 500 flyers, with QR codes on the back to visit the Project website and sign up for alerts. When attendees stopped to review the project information, a translator was available to inform them on the Project and the upcoming public meetings. Common questions/comments received were:

- When will this happen?
- It is much needed.

Staff: TDOT P3 Statewide Project Manager John Davis, Spanish translator and two consultant staff.

No PIMA Data collected.

I-24 Southeast Choice Lanes Public Engagement Summary – September 14, 2024

1. La Vergne Fall Festival

TDOT set up a vendor booth at the LaVergne Fall Festival event to engage with the public, bring awareness to the I-24 Southeast Choice Lanes project and request public comments. The team spoke with approximately 100 attendees, passed out 100 fact sheets and rack cards and collected 53 project surveys. Common questions/comments included:

- I-24 needs something like this.
- How long will it take?
- How much will the user fee be?
- It's about time!

Staff: TDOT P3Statewide Project Manager John Davis, P3 Communications Officer Rebekah Hammonds and three consultant staff.

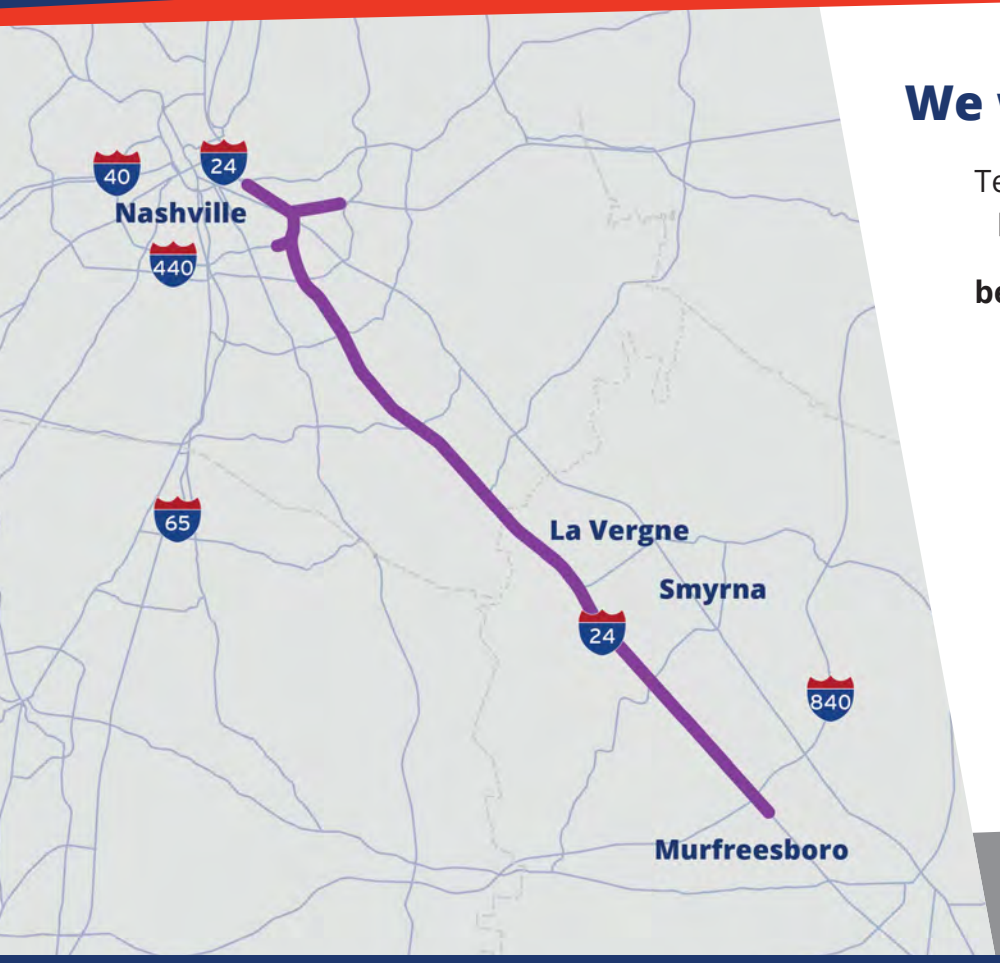
APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

FLYERS

I-24 Southeast Choice Lanes Project

Public Meeting Alert

Información del proyecto traducida al español estará disponible en las reuniones.



We want to hear from you!

Tennessee's first proposed Choice Lanes project would construct **new, optional Choice Lanes along 26 miles of I-24 between Nashville and Murfreesboro.**

- **Addresses travel time reliability**
- **Promotes regional connectivity**
- **Enhances transit options**
- **Provides an effective tranportation alternative**

Public comment period:
August 14 - September 19, 2024

August 14
5 p.m.

Virtual Meeting
TDOT's Website
https://bit.ly/I24-SE-ChoiceLanes

August 21
5 p.m. - 7 p.m.

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

August 28
5 p.m. - 7 p.m.

The Fairgrounds Nashville
401 Wingrove St
Nashville, TN 37203

August 29
11 a.m. - 6 p.m.

Southeast Community Center
5260 Hickory Hollow Pkwy
#202, Antioch, TN 37013

All project information will be available for review on the I-24 Southeast Choice Lanes website throughout the comment period.

TDOT.24ChoiceLanes@tn.gov
(615) 451-8039

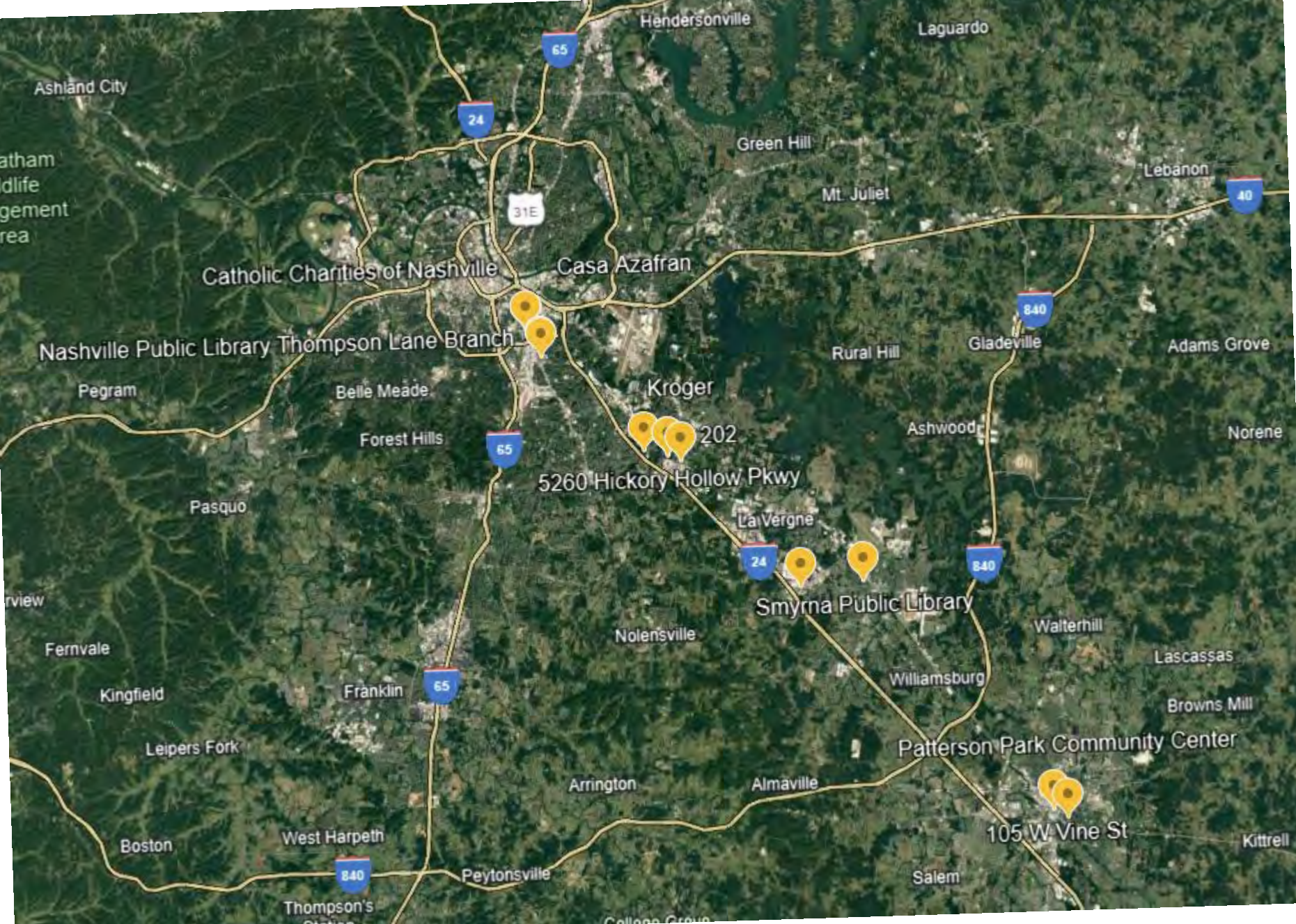
Text CHOICE to (855) 704-1824 to sign up for updates.

https://bit.ly/I24-SE-ChoiceLanes

Persons with disabilities who need accommodations to participate in the meeting may contact Shanna Chevalier, TDOT ADA Coordinator, at (615) 741-0465 or TTY: 711, or via email at shanna.chevalier@tn.gov at least seven days prior to the meeting

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

Location	Date Placed	# of Flyers	# of Rack Cards
Nashville Public Library – Southeast Branch	12-Aug	12	
Southeast Community Center	10-Aug	25	
Antioch Community Center	13-Aug	25	20
Linebaugh Public Library	10-Aug	25	20
Smyrna Community Center	10-Aug	25	
Coleman Community Center	13-Aug	25	20
TriStar Stonecrest Medical Center	12-Aug	30	
Symrna Public Library	12-Aug	25	
Symrna Parks & Recreation Department at Discovery Center	12-Aug	25	
Patterson Park Community Center	10-Aug	25	20
Casa Azafran	13-Aug	25	20
Catholic Charities of Nashville	13-Aug	25	20
Nashville Public Library - Thompson Lane	13-Aug	25	20


Hendersonville
Laguardo
Ashland City
65
24
Green Hill
Lebanon
Mt. Juliet
40
31E
Catholic Charities of Nashville
Casa Azafran
840
Nashville Public Library Thompson Lane Branch
Rural Hill
Gladeville
Adams Grove
Pegram
Belle Meade
Kroger
Ashwood
Forest Hills
65
202
Norene
5260 Hickory Hollow Pkwy
Pasquo
La Vergne
24
840
Smyrna Public Library
Nolensville
Walterhill
Fernvale
Lascassas
Williamsburg
Kingfield
Franklin
65
Browns Mill
Patterson Park Community Center
Leipers Fork
Arrington
Almaville
105 W Vine St
Kittrell
Boston
West Harpeth
840
Peytonsville
Salem
Thompson's

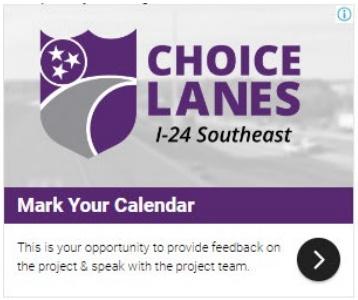
APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

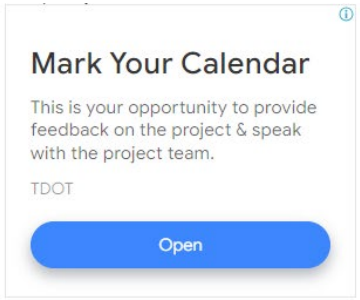
GOOGLE ADS

Google Display Ads

Ad Group 1: August 1-August 29

Total Impressions: 123,233
Total Clicks: 2,097







Impressions: 120,791
Clicks: 2,025



Impressions: 1,885
Clicks: 19



Impressions: 557
Clicks: 53

***Google ads tends to default to rendering logos. Ads featuring a logo tend to stand out more in search results and on websites, leading to the strong performance in the Choice Lanes logo advertisement.**

***Different sized banners were displayed based on the users display and linked back to the project website.**

Google Display Ads

Ad Group 2: August 30-September 19,2024

Total Impressions: 21,811
Total Clicks: 1,102



Impressions: 7,707
Clicks: 201



Impressions: 4,356
Clicks: 43



Impressions: 9,748
Clicks: 858

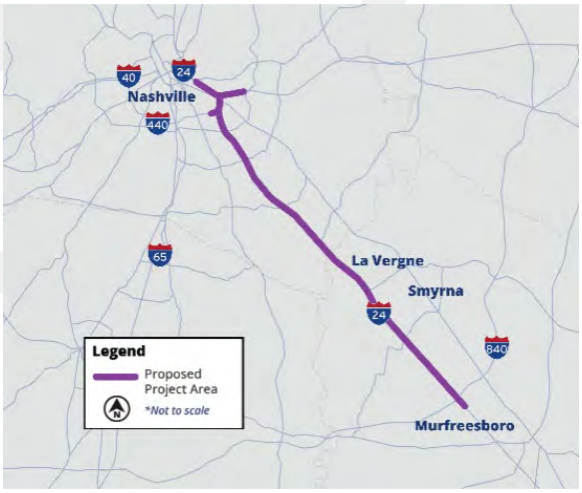
***The Choice Lanes logo had the strongest display performance due to strong brand awareness. Google ads tends to default to rendering logos. Ads featuring a logo tend to stand out more in search results and on websites.**

***Different sized banners were displayed based on the users display and linked back to the project website.**

APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

MEDIA

I-24 Southeast Choice Lanes Media Kit



Tennessee's first proposed Choice Lanes project would construct new, optional Choice Lanes on I-24 Southeast between Nashville and Murfreesboro. Choice Lanes are not the same as a toll road where all motorists must pay to use the road. The new, additional lanes are optional for motorists to use in exchange for a user fee. The proposed I-24 Southeast Choice Lanes project aims to address travel time reliability and regional connectivity along approximately 26 miles of I-24 by providing passenger vehicles and transit riders with an effective transportation alternative. Choice Lanes would provide another option for motorists to bypass congestion and allow motorists to maintain consistent travel times.

Project Benefits

- Address unreliable trip times
- Provide more balance to quality of life due to less time spent in traffic
- Offer enhanced transit options as transit buses can use the lanes
- Positively impact the regional economy
- Improve air quality due to less idling because of reduced traffic congestion

Transit Benefits

- More reliable trip times
- Improved transit movements and performance
- Transit buses can use the Choice Lanes for free
- Encouraged transit ridership due to increased reliability
- Decreased congestion
- Other states with Choice Lanes experienced a 10% increase in on-time bus performance (Georgia) and a 73% increase in ridership (Texas)

Current Status

Environmental studies are underway. Public feedback is critical to this proposed project and is not only a vital part of the National Environmental Policy Act, or NEPA, but also informs TDOT on how the project will affect the environment, which includes not only nature and animals but also the people. TDOT needs Tennesseans to have a say in project decisions before they happen and is hosting four public meetings during the public

comment period (August 14–September 19, 2024) to give the public an opportunity to review project materials, including proposed concept designs, potential Choice Lanes access points and more.

All project information will also be available on the I-24 Southeast Choice Lanes project website throughout the public comment period.

Upcoming Public Meeting Opportunities

Date	Time	Location
Wednesday, August 14, 2024	5 p.m.	Virtual TDOT's Website
Wednesday, August 21, 2024	5 p.m.–7 p.m.	Smyrna Event Center
Wednesday, August 28, 2024	5 p.m.–7 p.m.	The Fairgrounds Nashville
Thursday, August 29, 2024	11 a.m.–6 p.m.	Southeast Community Center

What's Shared at the Public Meetings

- Current Project Concepts
  - Choice Lanes concept
  - Typical sections
  - Potential Choice Lanes access points
- Environmental Process
  - National Environmental Policy Action (NEPA) process overview
  - Alternatives analysis
  - Noise evaluation
- Transit
  - Benefits for transit in Choice Lanes
  - Collaboration with WeGo Public Transit
- TDOT's Right-of-Way Process
- Public Comments
  - How the public can share feedback about the proposed project
  - Public comment deadline: September 19, 2024

Downloadable Content

Project Map | Logos | Testimonials
Video Series | Fact Sheet | Transit Benefits FAQs | Public Meeting Flyer | Press Release
Social Media Graphics

Media Contact

Please use any of the information in your news reports, articles or other media content. To be added to the project mailing list, click here. If you have any questions, please contact TDOT's P3 Communications Officer, Rebekah Hammonds at Rebekah.Hammonds@tn.gov.

APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

POSTCARDS



I-24 Southeast Choice Lanes Project

Public Meetings

La información traducida del proyecto estará disponible en las reuniones.

August 14
5 p.m.
Virtual Meeting
TDOT's Website
https://bit.ly/I24-SE-ChoiceLanes

August 21
5 p.m. – 7 p.m.
Smyrna Event Center
100 Sam Ridley Pkwy E
Smyrna, TN 37167

August 28
5 p.m. – 7 p.m.
The Fairgrounds Nashville
401 Wingrove St
Nashville, TN 37203

August 29
11 a.m. – 6 p.m.
Southeast Community Center
5260 Hickory Hollow Pkwy
#202, Antioch, TN 37013

(615) 451-8039
TDOT.24ChoiceLanes@tn.gov

Text CHOICE to (855) 704-1824 to sign up for updates.

Scan to visit the I-24 SE Choice Lanes website
https://bit.ly/I24-SE-ChoiceLanes

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

All project information will be available for review on the I-24 Southeast Choice Lanes website throughout the comment period.

Your Receipt

4840 Cox Road
Suite 115
Glen Allen, VA 23060
8043648444

Order Date: 8/7/2024 8:15:03 PM
Order #: 139939

Billing Information

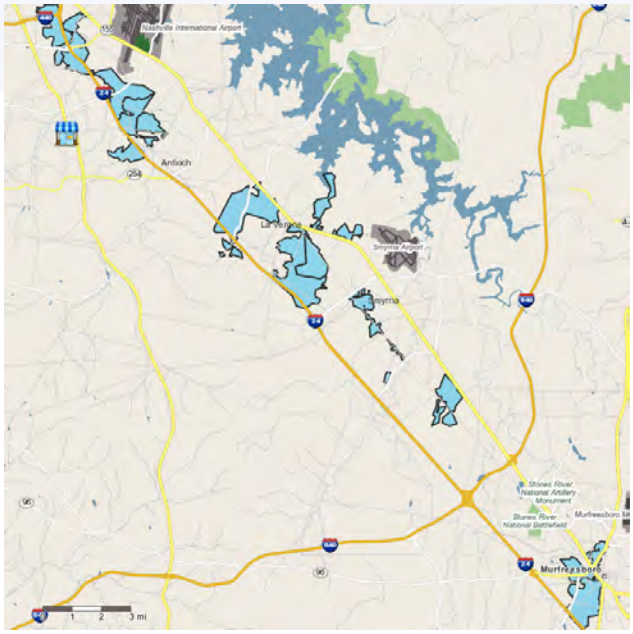
Customer #: 687442

Campaign Area

Campaign Name
Choice Lanes

Route Description
Your selection of 15 carrier routes, across 6 ZIP Codes targeting Residential deliveries will reach 11,369 postal customers.

Carrier Routes
37211C016, 37013C001, 37013C005, 37013R007, 37013R025, 37211C037, 37086R014, 37086R001, 37129C029, 37129C013, 37167R026, 37129R009, 37086R002, 37210C008, 37211C019



Every Door Direct Mail $4,888.67

- 11,369 pieces
- 6.25" x 9" EDDM® Postcard
- Campaign Name: Choice Lanes
- Fold: No Fold
- Includes $2,489.81 Standard Mail Postage
- Upload (Front: I-24 Public Meeting Postcard_11.pdf)

IMPORTANT NOTICE: DELIVERY ESTIMATES

Delivery windows are estimates only and are not guaranteed by Taradel or the USPS. Our estimated delivery dates are a calculation of several factors including: artwork pre-flighting and approval, production and mail preparation time, shipping methodologies, the final shipping destination, USPS processing and USPS delivery. The USPS is responsible for final delivery of the mail.

IMPORTANT NOTICE: PAPER STOCK POLICY

Due to paper supply constraints, our standard direct mail paper stocks may be substituted for comparable or premium stocks without notice. In the event a premium stock is used, there will be no additional charge to you.

Subtotal $4,888.67

Sales Tax $226.50

Order Total $5,115.17

APPENDIX E: PUBLIC OUTREACH DOCUMENTATION

TV ADS

Invoice Received 9/3/2024

INVOICE

WSMV
5700 Knob Road
Nashville, TN 37209
Sales T & C: http://advertising.graymed
Main: (615) 353-4444
Billing: (615) 353-4444

Property	WSMV		
Invoice #	3643502-1	Order #	3643502
Invoice Date	08/31/24	Alt Order #	
Invoice Month	August 2024	Deal #	
Invoice Period	08/01/24 - 08/27/24	Flight Dates	08/12/24 - 09/01/24
Advertiser	Tennessee Department of Transportation (TDOT)		
Product	TDOT - Public Meeting Campaign		
Estimate #			

Account Executive	Christie Dunn
Sales Office	Nashville Local
Sales Region	Local
Agency Code	
Advertiser Code	
Billing Calendar	Calendar
Billing Type	Cash
Special Handling	
Agency Ref	206532
Advertiser Ref	635243
Product 1	
Product 2	

Billing Address:

Tennessee Department of Transportation (TDOT)
Attention: Lauren Shirey
TDOT P3 Division, James K Polk Bldg, 505 Deaderick St
Nashville, TN 37243

Department: 4036301000
Spdcht: TX00341495
Vendor: 190495
Requisition: 549216
PO: 503034
Receipt:
Voucher:

Send Payment To:

WSMV
PO Box 14200
Tallahassee, FL 32317-4200

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
1	08/12/24	09/01/24	M-F News 4 Today @ 6a	6a-7a	MT-----	:15	2	$170.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/12/24	08/18/24	MT-----	2	$170.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
1	WSMV	M	08/12/24	6:10 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug1424SEPMA	$170.00	NM
2	WSMV	Tu	08/13/24	6:59 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug1424SEPMA	$170.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/19/24	08/25/24	MT-----	2	$170.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
4	WSMV	M	08/19/24	6:22 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug2124SEPMA	$170.00	NM
3	WSMV	Tu	08/20/24	6:58 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug2124SEPMA	$170.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/26/24	09/01/24	MT-----	2	$170.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
5	WSMV	M	08/26/24	6:53 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug2824SEPMA	$170.00	NM
6	WSMV	Tu	08/27/24	6:39 AM	M-F News 4 Today @ 6a	6a-7a	:15	Aug2924SEPMA	$170.00	NM

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
2	08/12/24	09/01/24	M-F News 4 @ 10p	10p-1035p	MT-----	:15	2	$205.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/12/24	08/18/24	MT-----	2	$205.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
1	WSMV	M	08/12/24	10:33 PM	M-F News 4 @ 10p	10p-1035p	:15	Aug1424SEPMA	$205.00	NM
2	WSMV	Tu	08/13/24	10:24 PM	M-F News 4 @ 10p	10p-1035p	:15	Aug1424SEPMA	$205.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/19/24	08/25/24	MT-----	2	$205.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
3	WSMV	M	08/19/24	12:03 AM	M-F News 4 @ 10p	10p-1035p	:15	Aug2124SEPMA	$205.00	NM
4	WSMV	Tu	08/20/24	11:16 PM	M-F News 4 @ 10p	10p-1035p	:15	Aug2124SEPMA	$205.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/26/24	09/01/24	MT-----	2	$205.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
5	WSMV	M	08/26/24	10:29 PM	M-F News 4 @ 10p	10p-1035p	:15	Aug2824SEPMA	$205.00	NM

We warrant that the actual broadcast information shown on this invoice was taken from the program log. The station does not discriminate in its advertising contracts, and it will not accept advertising intended to discriminate on the basis of race or ethnicity. Advertiser hereto affirms that nothing in this Agreement is intended to discriminate on the basis of race or ethnicity. This Agreement is subject to the Standard Terms and Conditions available at the link located above on this invoice.

INVOICE

Send Payment To:

WSMV
PO Box 14200
Tallahassee, FL 32317-4200

Invoice #	3643502-1	Invoice Month	August 2024
Invoice Date	08/31/24	Invoice Period	08/01/24 - 08/27/24
Advertiser	Tennessee Department of Transportation (TDOT)		
Product	TDOT - Public Meeting Campaign		
Estimate #			

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
2	08/12/24	09/01/24	M-F News 4 @ 10p	10p-1035p	MT-----	:15	2	$205.00	NM

Spots:	#	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
	6	WSMV	Tu	08/27/24	10:28 PM	M-F News 4 @ 10p	10p-1035p	:15	Aug2924SEPMA	$205.00	NM

Total Spots **12**

Payment Terms 30 Days

Net Total **$2,250.00**

Invoice Balance as of 09/03/24 11:30:45 AM ET **$2,250.00**

Services received through 8/27/2024: _____

Approved to pay:_____

We warrant that the actual broadcast information shown on this invoice was taken from the program log. The station does not discriminate in its advertising contracts, and it will not accept advertising intended to discriminate on the basis of race or ethnicity. Advertiser hereto affirms that nothing in this Agreement is intended to discriminate on the basis of race or ethnicity. This Agreement is subject to the Standard Terms and Conditions available at the link located above on this invoice.

powered by WideOrbit

INVOICE

WTVF
474 James Robertson Parkway
Nashville, TN 37219
Main: (615) 244-5000
Billing: (888) 794-4875

www.newschannel5.com

Invoice Received Date 9/3/2024

Property	WTVF		
Invoice #	1311329-1	Order #	1311329
Invoice Date	08/31/24	Alt Order #	
Invoice Month	August 2024	Deal #	
Invoice Period	08/01/24 - 08/27/24	Flight Dates	08/12/24 - 08/27/24
Advertiser	Tennessee Department of Transportation - Direct		
Product	Aug 2024		
Estimate #	40100-0000501727		

Account Executive	Rachael Richardson-Borror
Sales Office	WTVF Local
Sales Region	Local
Agency Code	
Advertiser Code	
Billing Calendar	Calendar
Billing Type	Cash
Special Handling	
Agency Ref	156572
Advertiser Ref	281928
Product 1	
Product 2	

Billing Address:

Tennessee Department of Transportation - Direct
Attention: TDOT P3 Division AP
505 Deaderick Street
Nashville, TN 37243

Department ID 4036301000
Spdcht TX00341495
Vendor 124255
Req 547668
PO 501727
Rec
Voucher

Send Payment To:

WTVF
Scripps Media, Inc.
P.O. Box 947913
Atlanta, GA 30394-7913

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
1	08/12/24	08/27/24	5-6am	5-6am	11-----	:15	2	$255.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/12/24	08/18/24	11-----	2	$255.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
1	WTVF	M	08/12/24	5:21 AM	5-6am	5-6am	:15	AUG14MEETING	$255.00	NM
2	WTVF	Tu	08/13/24	5:22 AM	5-6am	5-6am	:15	AUG14MEETING	$255.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/19/24	08/25/24	11-----	2	$255.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
3	WTVF	M	08/19/24	5:52 AM	5-6am	5-6am	:15	AUG21MEETING	$255.00	NM
4	WTVF	Tu	08/20/24	5:22 AM	5-6am	5-6am	:15	AUG21MEETING	$255.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/26/24	09/01/24	11-----	2	$255.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
5	WTVF	M	08/26/24	5:22 AM	5-6am	5-6am	:15	AUG28MEETING	$255.00	NM
6	WTVF	Tu	08/27/24	5:27 AM	5-6am	5-6am	:15	AUG29MEETING	$255.00	NM

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
2	08/12/24	08/27/24	10-1035pm News	10-1035pm	11-----	:15	2	$390.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/12/24	08/18/24	11-----	2	$390.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
1	WTVF	M	08/12/24	10:30 PM	10-1035pm News	10-1035pm	:15	AUG14MEETING	$390.00	NM
2	WTVF	Tu	08/13/24	10:21 PM	10-1035pm News	10-1035pm	:15	AUG14MEETING	$390.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/19/24	08/25/24	11-----	2	$390.00

Spots: #	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
3	WTVF	M	08/19/24	11:56 PM	10-1035pm News	10-1035pm	:15	AUG21MEETING	$390.00	NM

Pay at https://pay.scripps.com/ via ACH or credit card. We apply a 2.7% surcharge to all payments made using a credit card. Scripps does not receive any portion of this fee. We do not accept prepaid cards.

We warrant that the actual broadcast information shown on this invoice was taken from the program log. Please be advised that we do not notarize invoice totals. We do not discriminate in advertising contracts on the basis of race or ethnicity, and will not accept any advertising which is intended to discriminate on the basis of race or ethnicity. Advertiser represents and warrants that it is not purchasing advertising time from us or our station that is intended to discriminate on the basis of race or ethnicity. SEM Customers: Charges for Search Engine Marketing include click costs as well as fees for account set up, management and optimizations. Local advertising in Phoenix, by any method, is subject to tax. If you consider yourself to fall under an exemption, please provide the appropriate documentation. If no documentation is provided, the transaction privilege tax (TPT) with a rate of 0.5%, will be applied to your invoice. We are not liable for the formatting of any spot provided by advertiser or any third party.

Advertiser and Agency, jointly and severally, represent, warrant, and covenant that the advertising supplied to Station, including any music contained therein, is rights-cleared for exhibition, distribution, performance, and/or retransmission by broadcast television, including on a mobile DTV (ATSC M/H or successor standard) basis, and by any multichannel video programming distributor or any other video delivery system, including, but not limited to, streaming over the Internet or distribution on a TV-Everywhere-type and/or OTT basis, whether on a linear, video-on-demand, start-over, or look-back basis. To review Scripps's complete Terms and Conditions go to the Scripps website at: www.scripps.com.

INVOICE

Send Payment To:

WTVF
Scripps Media, Inc.
P.O. Box 947913
Atlanta, GA 30394-7913

www.newschannel5.com

Invoice #	1311329-1	Invoice Month	August 2024
Invoice Date	08/31/24	Invoice Period	08/01/24 - 08/27/24
Advertiser	Tennessee Department of Transportation - Direct		
Product	Aug 2024		
Estimate #	40100-0000501727		

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
2	08/12/24	08/27/24	10-1035pm News	10-1035pm	11-----	:15	2	$390.00	NM

Spots:	#	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
	4	WTVF	Tu	08/20/24	11:12 PM	10-1035pm News	10-1035pm	:15	AUG21MEETING	$390.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/26/24	09/01/24	-1-----	1	$390.00

Spots:	#	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
	5	WTVF	Tu	08/27/24	10:31 PM	10-1035pm News	10-1035pm	:15	AUG29MEETING	$390.00	NM

Line	Start Date	End Date	Description	Start/End Time	MTWTFSS	Length	Spots/ Week	Rate	Type
3	08/27/24	08/27/24	10-1035pm News	10-1035pm	-T-----	:15	1	$390.00	NM

Weeks:	Start Date	End Date	MTWTFSS	Spots/Week	Rate
	08/26/24	09/01/24	-T-----	1	$390.00

Spots:	#	Ch	Day	Air Date	Air Time	Description	Start/End Time	Length	Ad-ID	Rate	Type
	1	WTVF	Tu	08/27/24	10:13 PM	10-1035pm News	10-1035pm	:15	AUG29MEETING	$390.00	NM

Total Spots **12**

Payment Terms 30 Days

Net Total **$3,870.00**

Invoice Balance as of 09/03/24 5:16:02 PM ET **$3,870.00**

Services Received Through 8/27/2024: _____

Approved to Pay: _____

Pay at https://pay.scripps.com/ via ACH or credit card. We apply a 2.7% surcharge to all payments made using a credit card. Scripps does not receive any portion of this fee. We do not accept prepaid cards.

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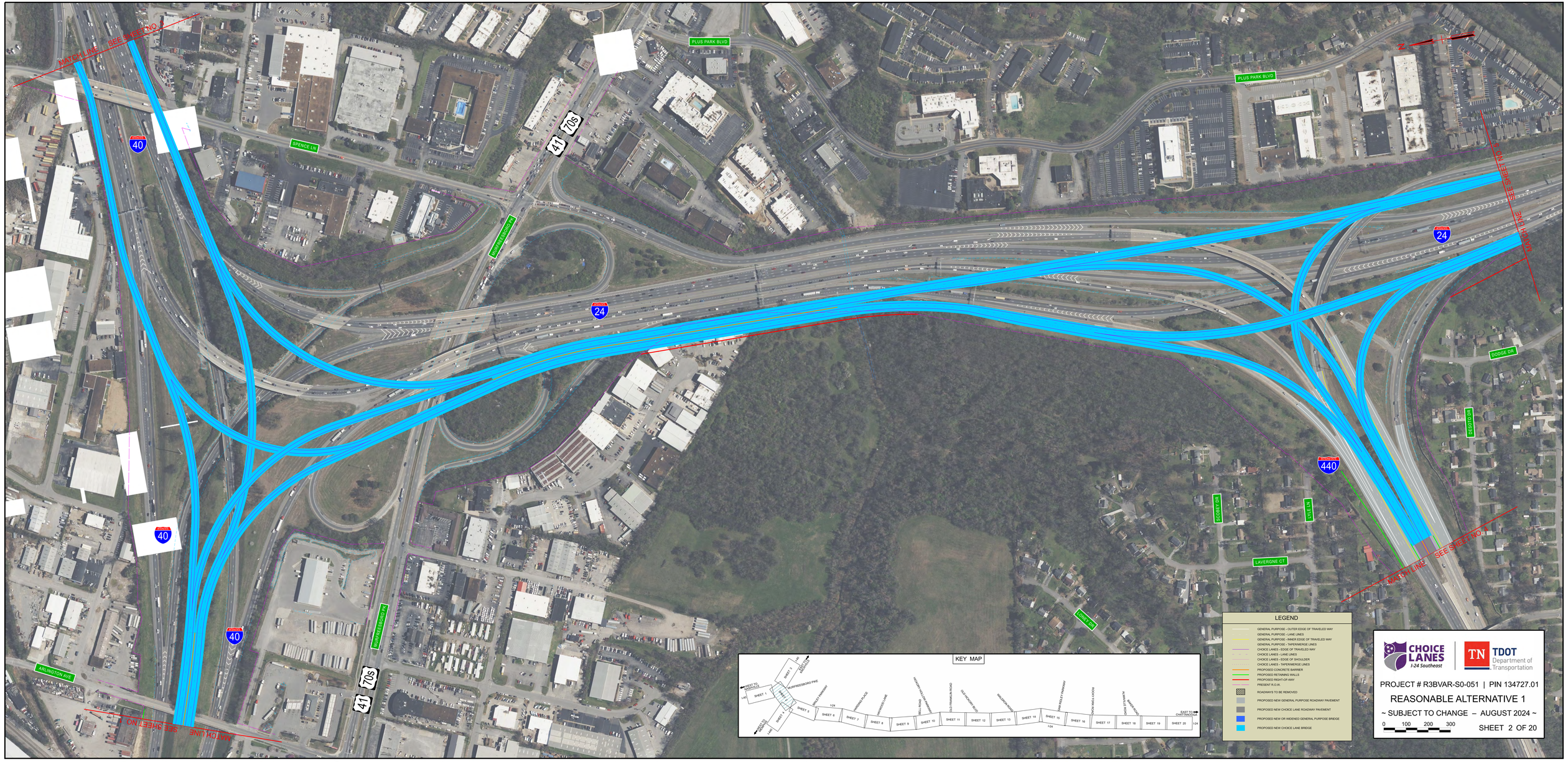
APPENDIX F. TDOT PROJECT WEBSITE CONTENT

APPENDIX F: PROJECT WEBSITE CONTENT

PUBLIC MEETING MATERIALS

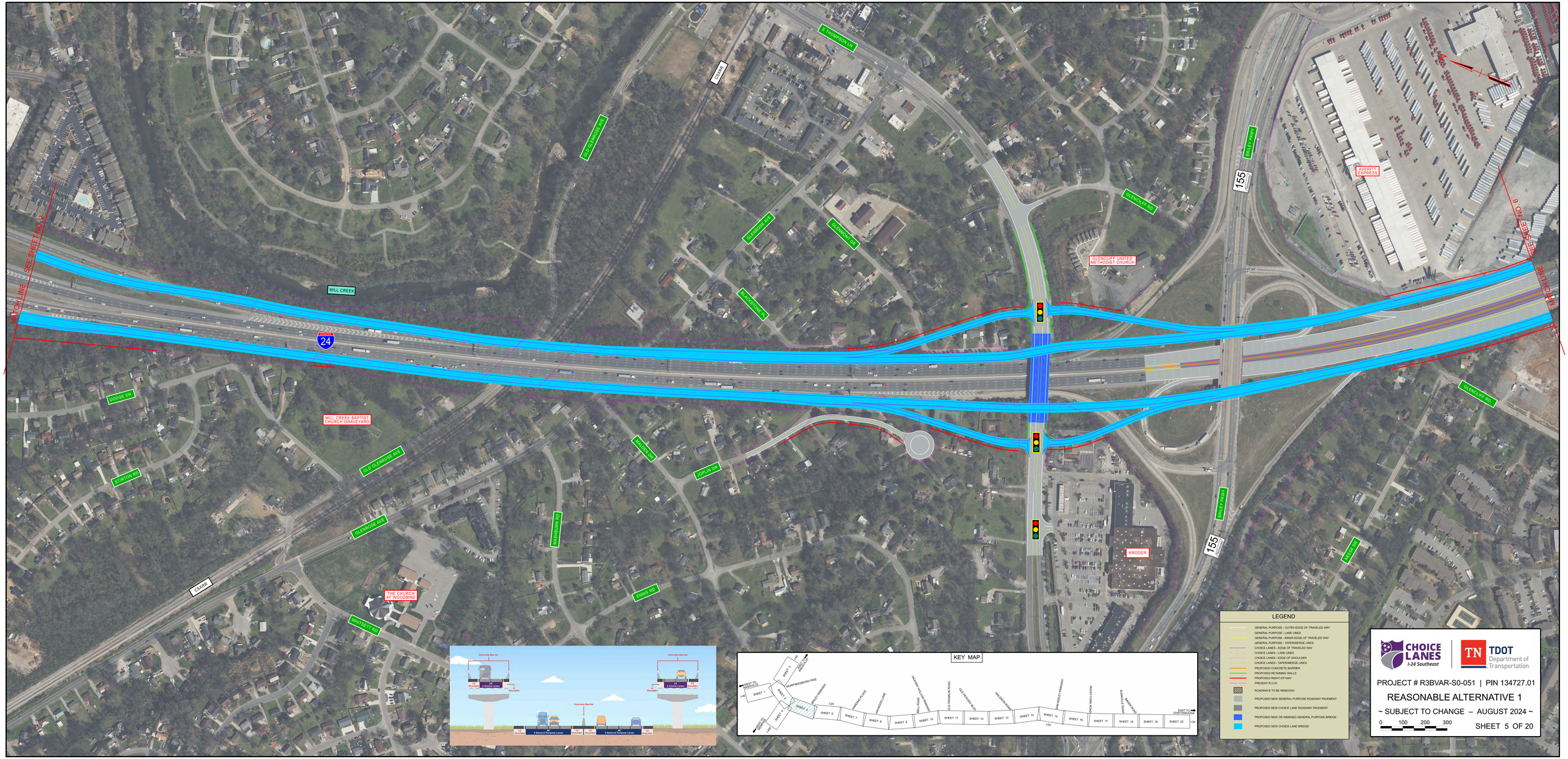
November 2024


CALVARY CEMETERY
MT OLIVET CEMETERY
FERGUSON LN
NOVA LANE
ELM HILL PK
40
MATCH LINE SEE SHEET 20
NORTH
GREENWOOD CEMETERY WEST
ELM HILL PK
LANE MOTOR MUSEUM
MURFREESBORO PK
41
70s
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
MURFREESBORO PIKE
OLD FRANKLIN ROAD
BELL ROAD
I-24
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 1 OF 20


MATCH LINE - SEE SHEET NO 1
MATCH LINE - SEE SHEET NO 3
PLUS PARK BLVD
SPENCE LN
HICKORY CREEK PKWY
ARLINGTON AVE
DODGE DR
DESOTO DR
LAVERGNE CT
LAVERGNE
40
24
440
41
70S
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 TO CONTINUE
SHEET TO CONTINUE
MURFREESBORO PIKE
BASS PRO PARKWAY
I-24
LEBANON ROAD
HICKORY LANE
HICKORY CREEK PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NOLENSVILLE PARKWAY
HOBSON ROAD
ROCKY RIDGE ROAD
ALMALOOSA TRAIL
BURKITT ROAD
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 2 OF 20


ELM HILL PK
SPENCE LN
BALL CREEK
MASSENA DR
ELVERSON DR
AIR LANE DR
40
MATCH LINE - SEE SHEET NO. 2
MILL CREEK
DABBS AVE
LAURINDA DR
PAMELA DR
BRIDGE PKWY
155
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
I-40
I-24
MURFREESBORO PIKE
OLD FRANKLIN ROAD
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NOLENSVILLE ROAD
HARDING PLACE
HICKORY HOLLOW MALL
ANTIOCH PIKE
BLUE HERON DRIVE
BRICK CHURCH PARK DRIVE
NASHVILLE - DAVIDSON COUNTY
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 3 OF 20

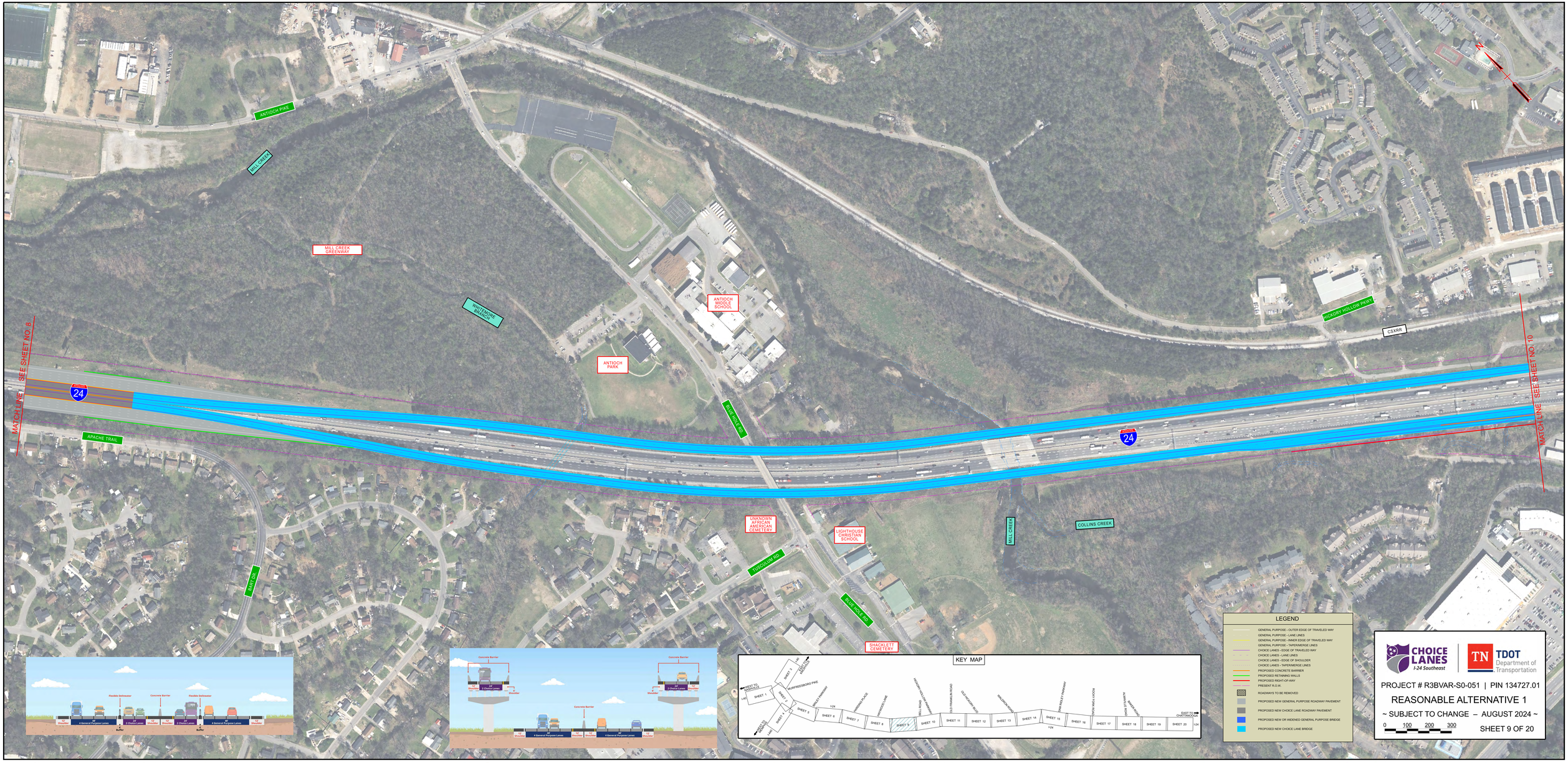

N
GLENROSE AVE
MARKET BLVD
41A
CSXNR
440
ROSE ST
WOODBINE AVE
WOODBINE SCHOOL
ORIEL AVE
KINGHAM AVE
ROSCOE DRIVE
MELROSE AVE
PEACHTREE ST
STYLE LN
BOONEY DR
HAZELNUT DR
GARWOOD DR
STIRTON RD
SEE CENTERLINE PROFILE
KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
MURFREESBORO PIKE
OLD FRANKLIN ROAD
HICKORY HOLLOW PARKWAY
ANDREW JOHNSON HIGHWAY
I-24
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
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PROPOSED RETAINING WALLS
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 4 OF 20

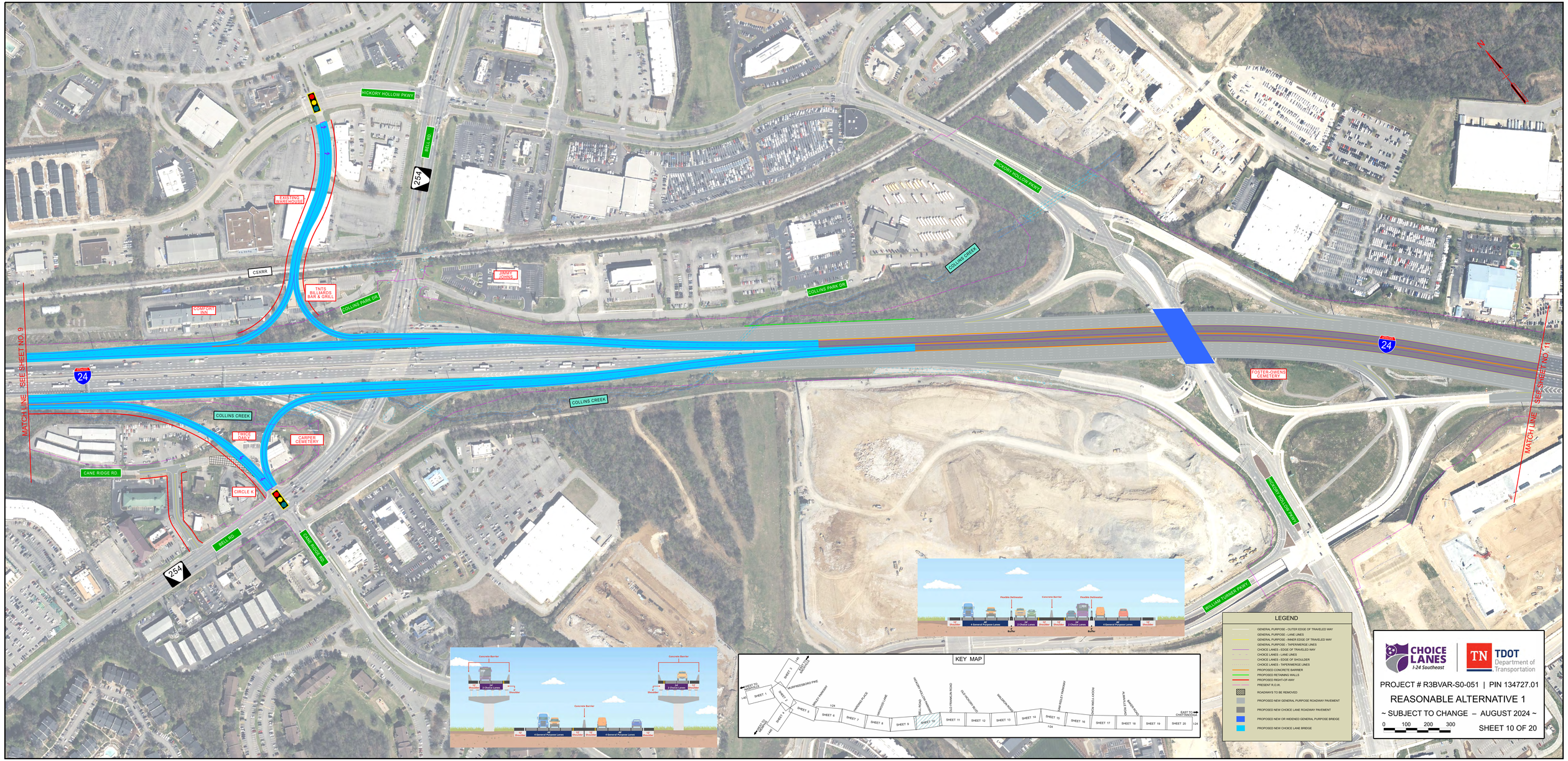

MATCHLINE - SEE SHEET NO 4
MATCHLINE - SEE SHEET NO 6
E THOMPSON LN
CSXRR
OLD GLENROSE AVE
GLENROSE AVE
GLENMONT AVE
BLACKSTONE RD
MILL CREEK
DODGE DR
MILL CREEK BAPTIST CHURCH GRAVEYARD
STINTON RD
OLD GLENROSE AVE
GLENROSE AVE
MARSHBURN RD
MARBURN DR
JOPLIN DR
ENNIS RD
CSXRR
WHITSETT RD
THE CHURCH AT WOODBINE
GLENCLIFF RD
GLENCLIFF UNITED METHODIST CHURCH
BAILEY PKWY
AVERITT EXPRESS
155
KROGER
Concrete Barrier
12' Shoulder
4 General Purpose Lanes
2 Choice Lanes
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
I-24
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 5 OF 20


MATCHLINE - SEE SHEET NO. 5
MATCHLINE - SEE SHEET NO. 7
ARGYLE LN
DRUMMOND DR
MILL CREEK
SPACE PARK S DR
GSV RR
ANTHONY PINE
METROPLEX DR.
MILL CREEK
ANTHONY PINE
REVERMEADE CREEK
ANTHONY PINE
GSV RR
PROVIDENCE PARK LN
TWIN OAKS DR
TWIN OAKS DR
BRIDGEMAN DR
TWIN OAKS DR
BRIDGEMAN DR
DOUBLE R DR
PARADISE DR
RICHARDSON RD
Concrete Barrier
12' Shoulder
2 Choice Lanes
Shoulder
4 General Purpose Lanes
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
MURFREESBORO PIKE
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HICKORY HOLLOW
BELL ROAD
BLUE HILL PARKWAY
ROCKY FORK ROAD
ASHLEY CROSS
BLUE HILL DR
SHEET TO THE NORTHEAST
SHEET TO THE SOUTHEAST
I-24
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
PROPOSED RIGHT-OF-WAY
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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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 6 OF 20


METROPLEX DR
SORGHUM BRANCH
BERMAN CHEVRO.
LUNA DR
LINBAR DR
REISCHA DR
PARAGON MILLS ELEM
PARAGON MILLS AVE
ESSARPARK DR
HANOVER PL
WALLACE RD
PARAGON MILLS ELEMENTARY SCHOOL
ROBYNA KAY DR
MATCH LINE SEE SHEET NO 6
MATCH LINE SEE SHEET NO 8
KEY MAP
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
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PROPOSED NEW CHOICE LANE BRIDGE
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 7 OF 20


BAKERTOWN RD.
FARMER DR.
BAKERTOWN RD.
HIGHWOOD LN.
ANTIOCH PIKE
HIGHRIDGE RD.
ANTIOCH PIKE
MILL CREEK GREENWAY
MILL CREEK
CLARKE POWER SERVICES
MATCH LINE - SEE SHEET NO. 7
MATCH LINE - SEE SHEET NO. 9
24
LINBAR RD.
APACHE TRAIL
HEIL RD.
HIVWOOD LN.
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
Buffer
2 Choice Lanes
Shoulder
Buffer
2 Choice Lanes
Buffer
4 General Purpose Lanes
Shoulder
KEY MAP
SHEET TO CONTINUE
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
MURFREESBORO PIKE
I-24
SUNNYBROOK PLACE
LONGVIEW LANE
HEIL HOOD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
OLD HICKORY BLVD
ROCKY RIDGE ROAD
ANTIOCH PIKE
BUENA VISTA ROAD
SHEET TO CONTINUE
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
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PROPOSED RETAINING WALLS
PROPOSED RIGHT-OF-WAY
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PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
CHOICE LANES
I-24 Southeast
TN TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 8 OF 20


ANTIOCH PIKE
MILL CREEK
MILL CREEK GREENWAY
WHITTHORNE BRANCH
ANTIOCH MIDDLE SCHOOL
ANTIOCH PARK
HICKORY HOLLOW PKWY
CSXRR
MATCH LINE - SEE SHEET NO. 8
MATCH LINE - SEE SHEET NO. 10
24
APACHE TRAIL
BLUEGRASS RD
ANGIE DR
UNKNOWN AFRICAN AMERICAN CEMETERY
LIGHTHOUSE CHRISTIAN SCHOOL
TISSOLUM RD
COLLINS CREEK
SHACKLETT CEMETERY
Flexible Delineator
Concrete Barrier
12' Shoulder
4 General Purpose Lanes
2 Choice Lanes
Buffer
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
I-24
MURFREESBORO PIKE
OLD FRANKLIN ROAD
BELL ROAD
HICKORY HOLLOW PKWY
ANTIOCH PIKE
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
PROPOSED RIGHT-OF-WAY
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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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 9 OF 20


HICKORY HOLLOW PKWY
BELL RD
254
EASTWIND WAREHOUSE
CSXRR
TNTS BILLIARDS BAR & GRILL
COMFORT INN
JIMMY JOHNS
COLLINS PARK DR
COLLINS CREEK
MATCH LINE - SEE SHEET NO. 9
24
CANE RIDGE RD
TYSOE FAMILY
CARPER CEMETERY
CIRCLE K
FOSTER-OWENS CEMETERY
MATCH LINE - SEE SHEET NO. 11
WILLIAM TURNER PKWY
N
Concrete Barrier
Flexible Delineator
Buffer
Shoulder
2 Choice Lanes
4 General Purpose Lanes
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
MURFREESBORO PIKE
I-24
SUNNYWOOD PLACE
SUNNYWOOD LANE
HICKORY HOLLOW PKWY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
BAM DOLLY PARKWAY
ROCKY RIDGE ROAD
ASHLEY DRIVE
BLUE HERON DRIVE
EAST TO CHATTANOOGA
WEST TO DOWNTOWN NASHVILLE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 10 OF 20



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

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REASONABLE ALTERNATIVE 1

~ SUBJECT TO CHANGE – AUGUST 2024 ~

0 100 200 300

SHEET 11 OF 20

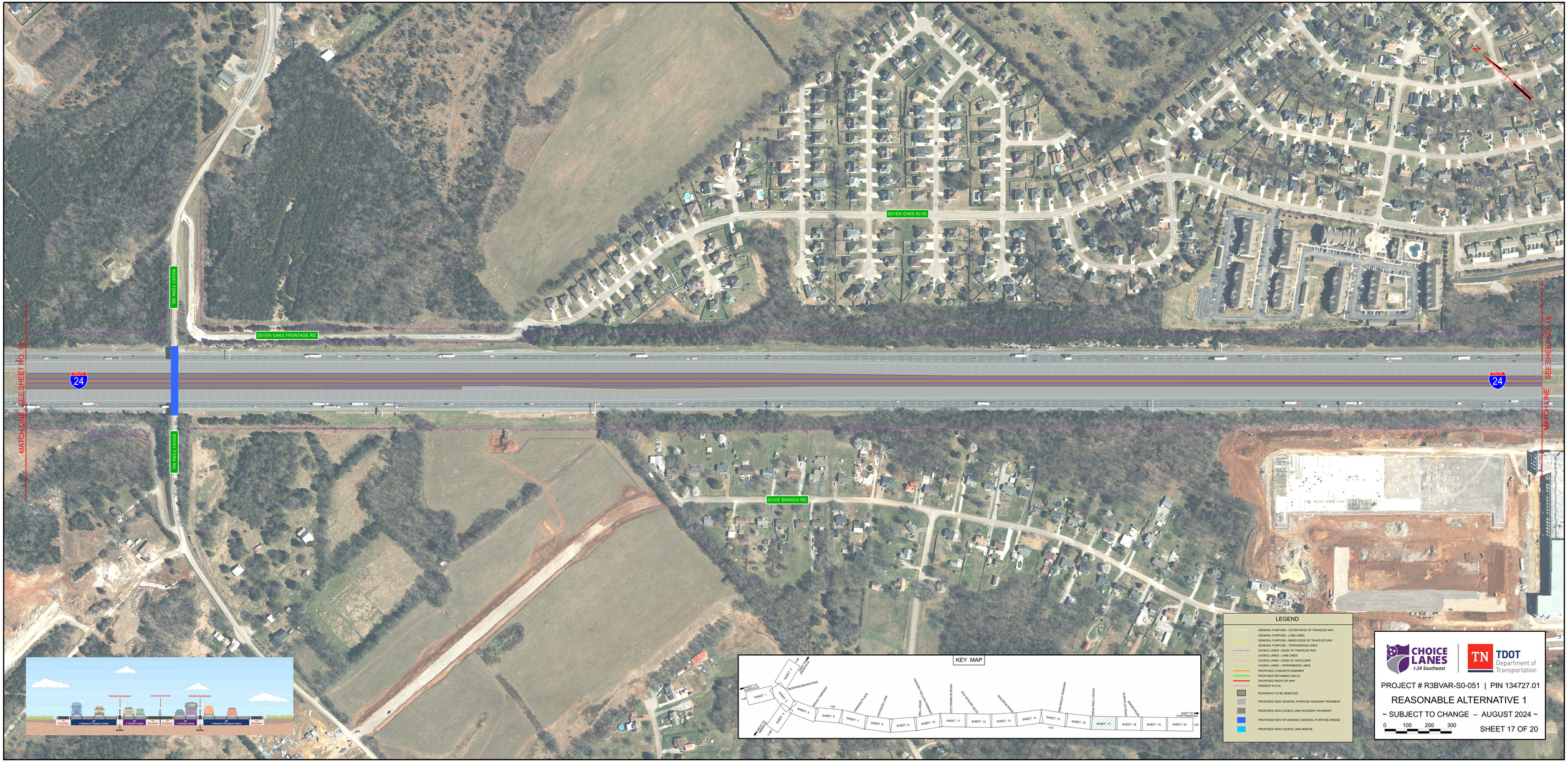

GAMBILL CEMETERY
RIDGETOWN PKWY
OLD HICKORY BLVD
ROACH CEMETERY
24
MATCH LINE - SEE SHEET NO. 11
MATCH LINE - SEE SHEET NO. 13
Flexible Delineator
Concrete Barrier
Flexible Delineator
4' Shoulder
4 General Purpose Lanes
2 Choice Lanes
4' Shoulder
Buffer
KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
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
I-24
OLD HICKORY BLVD
MURFREESBORO PIKE
OLD FRANKLIN ROAD
BELL ROAD
HICKORY HOLLOW PKWY
ANDERSON LANE
ASHWOOD PLACE
BLUE STAR PARKWAY
ROCKY FORK ROAD
ANTIOCH PIKE
BLUE HOLLY PARKWAY
MOUNTAIN VIEW ROAD
SHEET TO THE NORTHEAST
SHEET TO THE SOUTHWEST
SHEET TO CHATTANOOGA
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 12 OF 20


MATCH LINE - SEE SHEET NO. 13
MATCH LINE - SEE SHEET NO. 14
HEIL QUAKER BLVD
HURRICANE CREEK
EAST BRANCH HURRICANE CREEK
HERMAN BLVD
ALDRIDGE RD
HEIL-ROUILHAC CEMETERY
NEW PAUL RD
24
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Buffer
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
MURFREESBORO PIKE
I-24
SUBSTATION PLACE
SMOKEHILL LANE
HEIL HOUSE
NOCHATA CREEK PARKWAY
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NEW HICKORY PARKWAY
ROCKY RIDGE ROAD
ATHENS WAY
NOLENSVILLE PIKE
SHEET TO THE NORTHEAST
SHEET TO THE SOUTHWEST
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 13 OF 20


MATCH LINE - SEE SHEET NO. 13
MATCH LINE - SEE SHEET NO. 15
EAST MAIN CREEK TRIBUTARY
EAST MAIN CREEK TRIBUTARY
MARGRAM RD
INDUSTRIAL BLVD
TECH PARK DR
MASON RD
KEMPSVILLE RD
MALONE RD
CHARTER PL
CENTREPOINTE DR
UTILITY ACCESS TO REMAIN
24
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Shoulder
Shoulder
2 Choice Lanes
4 General Purpose Lanes
Shoulder
KEY MAP
SHEET TO CONTINUE
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
MURFREESBORO PIKE
I-24
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HICKORY HOLLOW PKWY
HICKORY HOLLOW
HARDISON BLVD
SHEET TO CONTINUE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 14 OF 20


MATCH LINE - SEE SHEET NO. 14
MATCH LINE - SEE SHEET NO. 16
INDUSTRIAL BLVD
OLD BOWLING AVE
LEAN BLVD
SAM RIDLEY BLVD
266
24
ROCKBRIDGE RD
SMYRNA FIRE STATION 5
HIGHWOOD BLVD
ROCKBRIDGE DR
RUSH TRUCK CENTERS
EXPO DR
Flexible Delineator
Concrete Barrier
Flexible Delineator
4 General Purpose Lanes
2 Choice Lanes
2 Choice Lanes
4 General Purpose Lanes
Shoulder
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
I-24
MURFREESBORO PIKE
OLD FRANKLIN ROAD
SAM RIDLEY PARKWAY
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 15 OF 20


MATCH LINE SEE SHEET NO. 15
MATCH LINE SEE SHEET NO. 17
ROSA PARKS RD
HIGHWOOD BLVD
CLARKSTON DR
GREENTREE DR
24
N
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Buffer
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
MURFREESBORO PIKE
I-24
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HICKORY HOLLOW PKWY
ROCKY FORK ROAD
ANDERSON ROAD
SEE SHEET NO. 15
SEE SHEET NO. 17
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 16 OF 20



KEY MAP

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
- PROPOSED RIGHT-OF-WAY
- PRESENT R.O.W.
- 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

CHOICE LANES I-24 Southeast

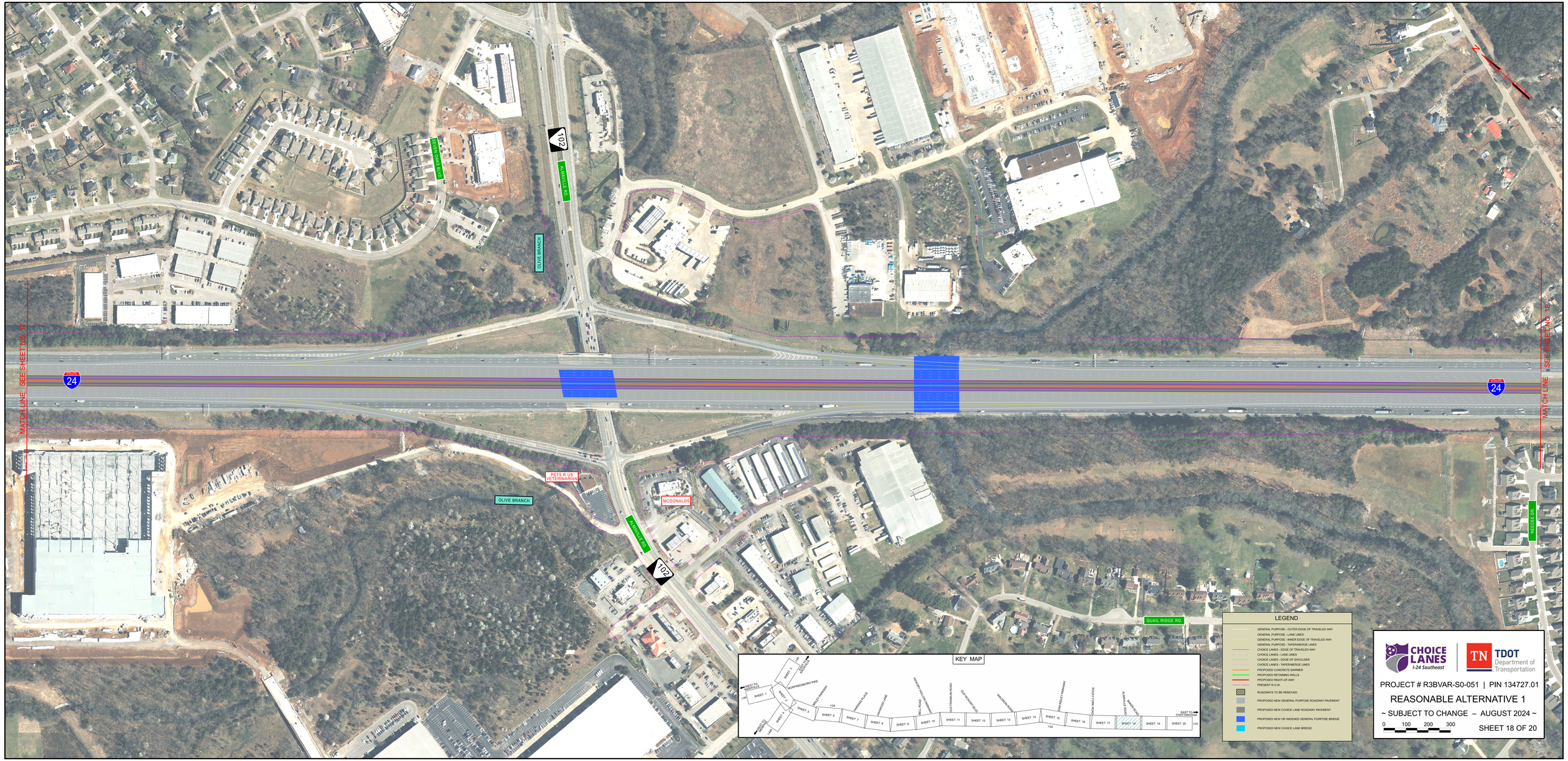
TN TDOT Department of Transportation

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REASONABLE ALTERNATIVE 1

~ SUBJECT TO CHANGE – AUGUST 2024 ~

0 100 200 300


MATCH LINE - SEE SHEET NO. 17
MATCH LINE - SEE SHEET NO. 19
24
102
ALAMEDA RD
OLIVE BRANCH
SOUTHAVEN BLVD
PETS R US VETERINARIAN
MCDONALDS
QUAIL RIDGE RD.
NORRIS 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
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 18 OF 20


BAKER RD
BAKER LANE RD.
BAKER RD
SUNFLOWER DR
KNIGHT DR
BAKER RD
BAKER RD
BAKER RD
MATCH LINE - SEE SHEET NO. 19
MATCH LINE - SEE SHEET NO. 20
24
24
N
KEY MAP
SHEET TO PREVIOUS SEGMENT
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 TO NEXT SEGMENT
I-24
MURFREESBORO PIKE
BAKER LANE
SUNDIAL PLACE
HIGHWOOD LANE
BELL ROAD
HIGHWOOD LANE
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
HICKORY KNOB
BAM HOLLY PARKWAY
HICKORY KNOB
ATLANTIC PLACE
BAKER SCHOOL
I-24
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 19 OF 20

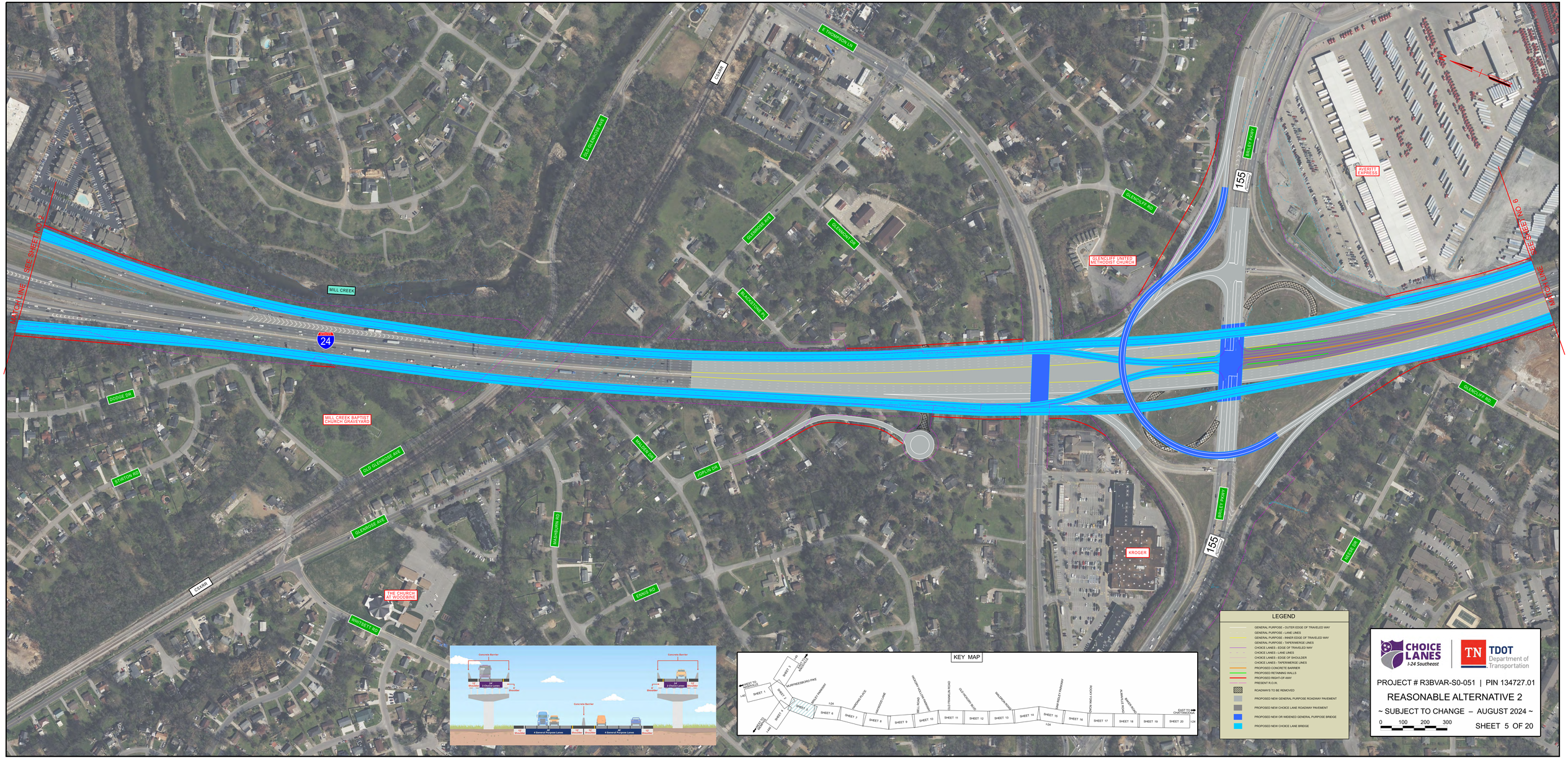

MATCH LINE - SEE SHEET NO. 19
24
24
BLACKMAN DR
BLACKMAN DR
KEY MAP
SHEET TO THE NORTH
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET TO THE SOUTH
I-24
MURFREESBORO PIKE
BLACKMAN ROAD
LONGHOLLOW PLACE
LONGHOLLOW LANE
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NASHVILLE PIKE
ROCKY FORK ROAD
ROCKY FORK ROAD
ALMALYN DRIVE
ALMALYN DRIVE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 1
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 20 OF 20


CALVARY CEMETERY
MT OLIVET CEMETERY
FERGUSON LN
NOVA LANE CT
ELM HILL PK
40
GREENWOOD CEMETERY WEST
ELM HILL PK
FERGUSON LN
ELM HILL PK
MURFREESBORO PK
41
70s
LANE MOTOR MUSEUM
S RIVER
MURFREESBORO PK
41
70s
MATCH LINE - SEE SHEET 1 OF 20
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
I-40
I-24
MURFREESBORO PIKE
BLUE K PARKWAY
LONGHOLLOW PLACE
LONGHOLLOW LANE
BELL ROAD
HOPKINS CREEK BRIDGE
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NEW HOPE PARKWAY
HOOPER RIDGE ROAD
ATHENS WAY
BUSH AVENUE
EAST TN CHATTANOOGA
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 1 OF 20


MATCH LINE - SEE SHEET NO 1
MATCH LINE - SEE SHEET NO 3
MATCH LINE - SEE SHEET NO 3
MATCH LINE - SEE SHEET NO 1
PLUS PARK BLVD
PLUS PARK BLVD
SPENCE LN
MURFREESBORO PIKE
MURFREESBORO PIKE
MURFREESBORO PIKE
DODGE DR
DESOTO DR
DODGE DR
LT LT
LAVERGNE CT
LAVERGNE
ARLINGTON AVE
40
24
440
41
70S
KEY MAP
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 2 OF 20


ELM HILL PK
SPENCE LN
MILL CREEK
MASSENA DR
ELVERSON CIR
AIR LANE DR
40
MATCH LINE - SEE SHEET NO. 2
DABBS AVE
LAURINDA DR
PAMELA DR
BRIDGE PKWY
155
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
I-40
I-24
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 3 OF 20


N
GLENROSE AVE
MURFREESBORO PIKE
CSX/RR
441A
440
ROSE ST
WOODBINE SCHOOL
ORIEL AVE
WOODBINE AVE
KINGHAM AVE
POST OAK AVE
MELROSE AVE
PEACHTREE ST
STYLE LN
BOONEY DR
GARWOOD DR
STIRTON RD
EXISTING SEE CENTERLINE
KEY MAP
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 4 OF 20



KEY MAP

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
- PROPOSED RIGHT-OF-WAY
- PRESENT R.O.W.
- 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

CHOICE LANES I-24 Southeast

TN TDOT Department of Transportation

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REASONABLE ALTERNATIVE 2

~ SUBJECT TO CHANGE – AUGUST 2024 ~

0 100 200 300

SHEET 5 OF 20



CHOICE LANES
I-24 Southeast

TN TDOT Department of Transportation

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REASONABLE ALTERNATIVE 2

~ SUBJECT TO CHANGE – AUGUST 2024 ~

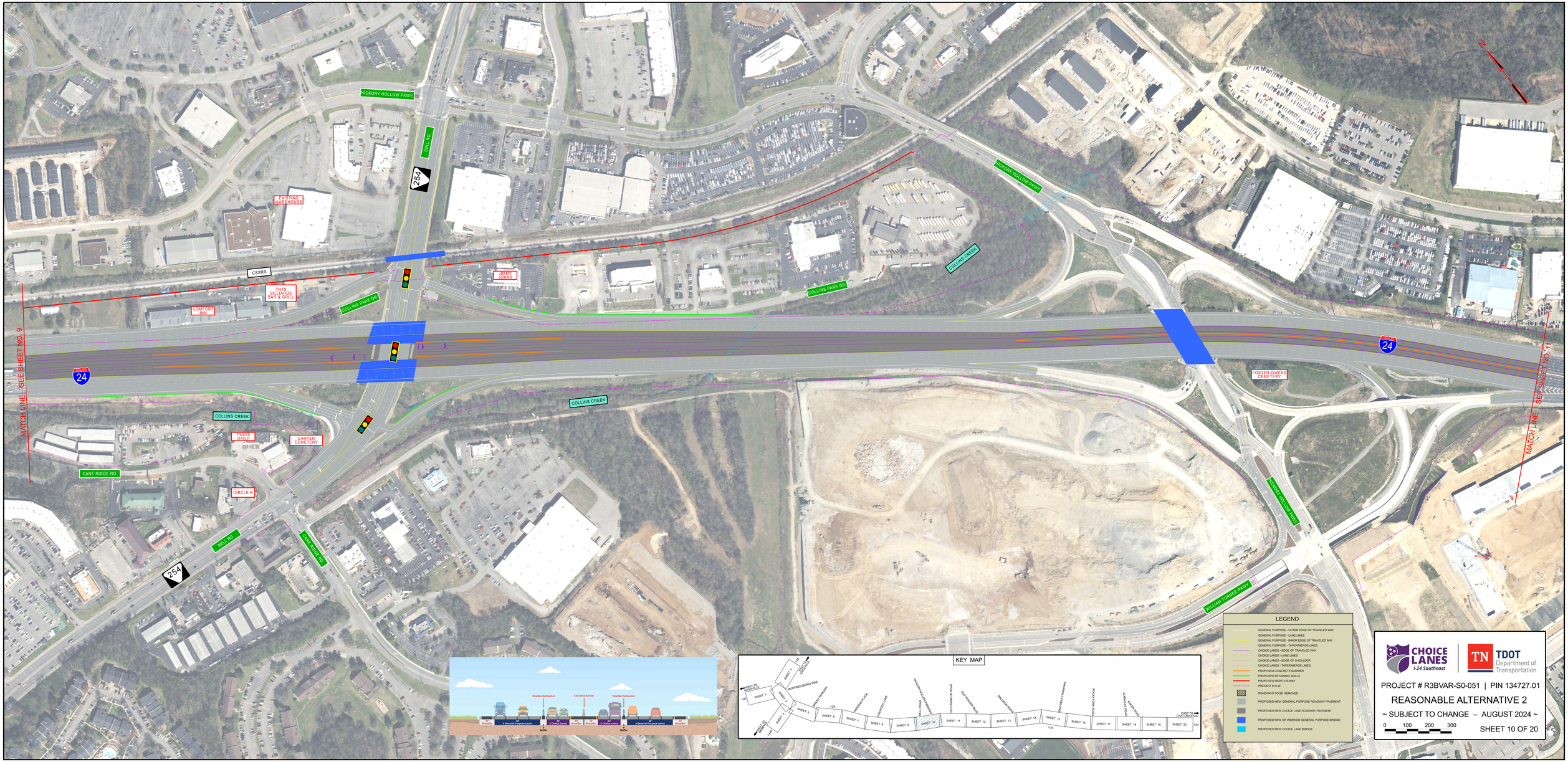
0 100 200 300

SHEET 6 OF 20


METROPLEX DR
SORGHUM BRANCH
METROPLEX DR
SORGHUM DR
255
SORGHUM BRANCH
JOHNMAR DR
LUNA DR
ANSON ST
LINBAR DR
ELMWOOD AVE
LINBAR DR
SORGHUM BRANCH
LINBAR DR
REISCHA DR
WALLACE RD
PARAGON MILLS WAY
ESSAMWOOD DR
HANDMAID PL
PARAGON MILLS ELEMENTARY SCHOOL
ROBYN KAY DR
LINBAR DR
MATCH LINE - SEE SHEET NO. 6
MATCH LINE - SEE SHEET NO. 8
Concrete Barrier
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Buffer
2 Choice Lanes
4 General Purpose Lanes
Shoulder
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
I-40
I-24
MURFREESBORO PIKE
BLUE PYTHIAN
SMYRNA PLACE
SMYRNA LANE
BELL ROAD
HICKORY HOLLOW PARKWAY
OLD FRANKLIN ROAD
OLD HICKORY BLVD
MAGNOLIA BOULEVARD
BAKERTOWN ROAD
MAPLEVILLE PARKWAY
HOOPER ROAD
ALMALEE DRIVE
MURPHY ROAD
EAST TO CHATTANOOGA
WEST TO NASHVILLE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT
Department of Transportation
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 7 OF 20


BAKERTOWN RD.
FARMER DR.
BAKERTOWN RD.
HAYWOOD LN.
ANTIOCH PIKE
HIGHLAND RD.
ANTIOCH PIKE
MILL CREEK GREENWAY
MILL CREEK
CLARKE POWER SERVICES
MATCH LINE - SEE SHEET NO. 7
MATCH LINE - SEE SHEET NO. 9
24
LINBAR RD.
APACHE TRAIL
BEELL RD.
HAYWOOD LN.
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
Buffer
2 Choice Lanes
Shoulder
Shoulder
2 Choice Lanes
Buffer
4 General Purpose Lanes
Shoulder
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
MURFREESBORO PIKE
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HAYWOOD LANE
SAM HOUSTON PARKWAY
ROCKY FORK ROAD
ANDREW JACKSON PARKWAY
BAKER ROAD
I-24
SHEET TO CONTINUE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
TN TDOT
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REASONABLE ALTERNATIVE 2
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0 100 200 300
SHEET 8 OF 20


ANTIOCH PIKE
MILL CREEK
MILL CREEK GREENWAY
WHITTEMORE BRANCH
ANTIOCH MIDDLE SCHOOL
ANTIOCH PARK
HICKORY HOLLOW PKWY
CSXRR
MATCH LINE | SEE SHEET NO. 8
MATCH LINE | SEE SHEET NO. 10
24
APACHE TRAIL
BLUEGRASS RD
UNKNOWN AFRICAN AMERICAN CEMETERY
LIGHTHOUSE CHRISTIAN SCHOOL
TISSOLUM RD
BLUEGRASS RD
SHACKLETT CEMETERY
COLLINS CREEK
MILL CREEK
APACHE TRAIL
Flexible Delineator
Concrete Barrier
Flexible Delineator
4 General Purpose Lanes
2 Choice Lanes
2 Choice Lanes
4 General Purpose Lanes
Buffer
Buffer
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
I-24
MURFREESBORO PIKE
BLUE GRASS PARKWAY
SMOKING PLACE
SMOKING LANE
ANTIOCH HIGH PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NEW HICKORY PARKWAY
HICKORY KNOB
HICKORY HOLLOW PKWY
BLUE HOLLOW
BLUE HOLLOW
EXIT TO CHATTANOOGA
EXIT TO NASHVILLE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 9 OF 20


HICKORY HOLLOW PKWY
BELL RD.
254
I-24
CSXRR
TNTS BILLIARDS BAR & GRILL
COMFORT INN
JIMMY JOHNS
COLLINS PARK DR
COLLINS CREEK
MATCH LINE - SEE SHEET NO. 9
MATCH LINE - SEE SHEET NO. 11
CANE RIDGE RD.
CIRCLE K
CARPER CEMETERY
FOSTER-OWENS CEMETERY
WILLIAM TURNER PKWY
N
Flexible Delineator
Concrete Barrier
4 General Purpose Lanes
2 Choice Lanes
Shoulder
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
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 10 OF 20



KEY MAP

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
- PROPOSED RIGHT-OF-WAY
- PRESENT R.O.W.
- 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

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REASONABLE ALTERNATIVE 2

~ SUBJECT TO CHANGE – AUGUST 2024 ~

0 100 200 300

SHEET 11 OF 20



KEY MAP

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
- PROPOSED RIGHT-OF-WAY
- PRESENT R.O.W.
- 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

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

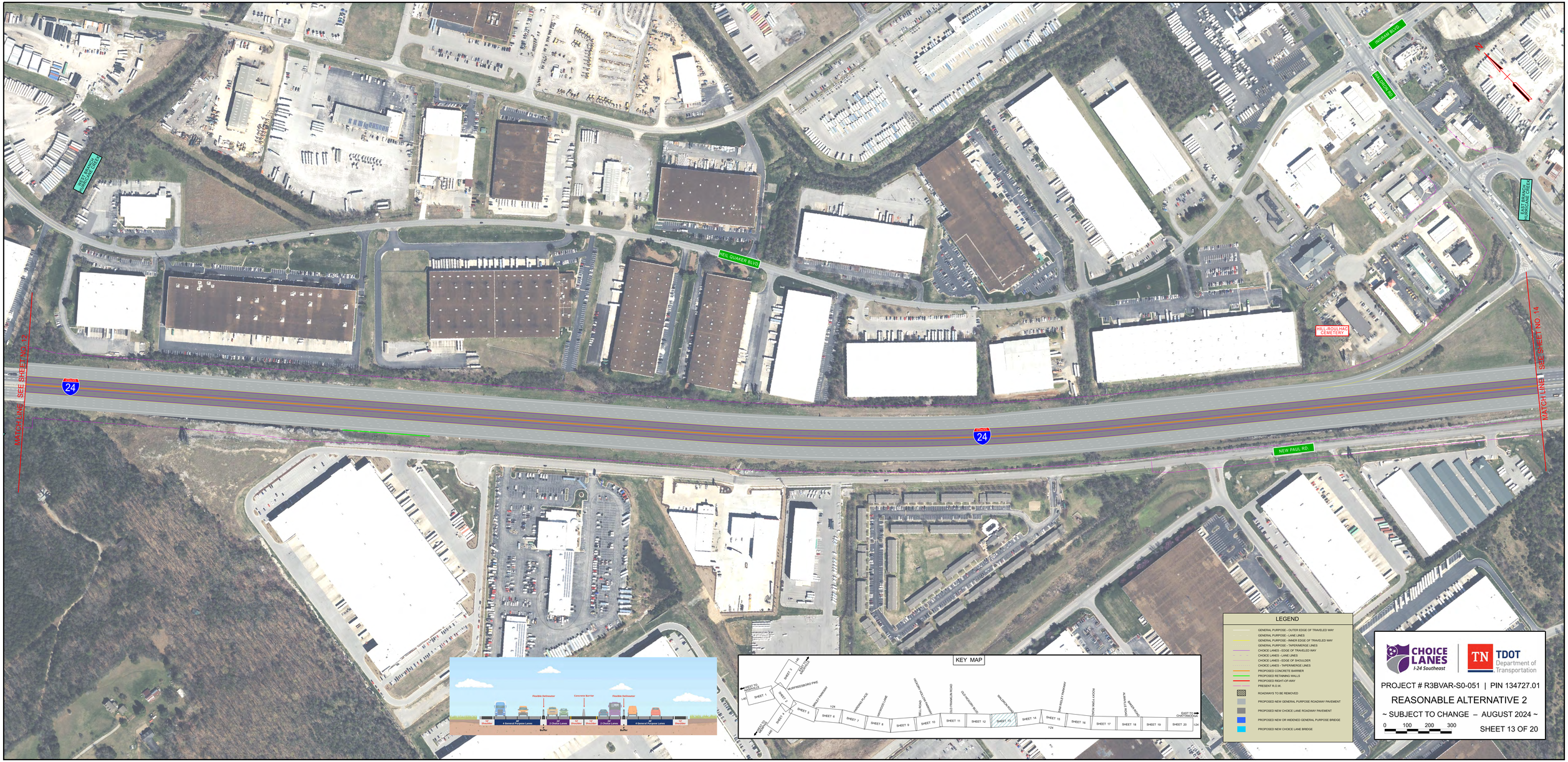
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REASONABLE ALTERNATIVE 2

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CHOICE LANES
I-24 Southeast

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REASONABLE ALTERNATIVE 2

~ SUBJECT TO CHANGE – AUGUST 2024 ~

0 100 200 300

SHEET 13 OF 20


MATCH LINE - SEE SHEET NO. 13
MATCH LINE - SEE SHEET NO. 15
EAST MAIN HURRICANE CREEK
WEST MAIN HURRICANE CREEK
MORGAN RD
INDUSTRIAL BLVD
TECH PARK DR
MASON RD
24
KEMPSVILLE RD
MALONE RD
CHANTEL PL
CENTERPOINTE DR
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Shoulder
Shoulder
2 Choice Lanes
4 General Purpose Lanes
Shoulder
KEY MAP
SHEET TO CONTINUE
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 TO CONTINUE
MURFREESBORO PIKE
I-24
OLD FRANKLIN ROAD
BELL ROAD
OLD HICKORY BLVD
HICKORY HOLLOW PKWY
ANTIOCH PIKE
BLUE HERON DR
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 14 OF 20


INDUSTRIAL BLVD
LEAN BLVD
SAM RIDLEY BLVD
ROCKBRIDGE RD
SMYRNA FIRE STATION 5
HIGHWOOD BLVD
RUSH TRUCK CENTERS
EXPO DR
24
266
MATCH LINE - SEE SHEET NO. 14
MATCH LINE - SEE SHEET NO. 16
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Shoulder
Shoulder
2 Choice Lanes
4 General Purpose Lanes
Shoulder
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
I-24
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 15 OF 20


MATCH LINE - SEE SHEET NO. 15
MATCH LINE - SEE SHEET NO. 17
ROSA PARKS RD
HIGHWOOD BLVD
CLARKSTON DR
GREENTREE DR
24
N
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Buffer
KEY MAP
SHEET TO CONTINUE
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
MURFREESBORO PIKE
I-24
BELL ROAD
OLD NASHVILLE HIGHWAY
ROSA PARKS RD
HIGHWOOD BLVD
CLARKSTON DR
GREENTREE DR
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES
I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 16 OF 20



KEY MAP

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
- PROPOSED RIGHT-OF-WAY
- PRESENT R.O.W.
- 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

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

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REASONABLE ALTERNATIVE 2

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SHEET 17 OF 20


MATCH LINE - SEE SHEET NO. 17
MATCH LINE - SEE SHEET NO. 19
OLIVE BRANCH
OLIVE BRANCH
ALWOOD RD
ALWOOD RD
ALWOOD RD
102
102
24
24
PETS R US VETERINARIAN
MCDONALDS
QUAIL RIDGE RD
NORRIS RD
Flexible Delineator
Concrete Barrier
Flexible Delineator
Shoulder
4 General Purpose Lanes
2 Choice Lanes
Shoulder
2 Choice Lanes
4 General Purpose Lanes
Shoulder
KEY MAP
SHEET TO CHATTANOOGA
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
MURFREESBORO PIKE
I-24
CHURCHILL PLACE
CHURCHILL LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
I-24
BAM DOLLY PARKWAY
MOORE ROAD
ASHLEY DRIVE
ANNEX ROAD
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
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SHEET 18 OF 20


BAKER RD
BAKER LANE RD.
BAKER RD
SUNFLOWER DR
KNIGHT DR
BAKER RD
BAKER RD
BAKER RD
MATCH LINE - SEE SHEET NO. 19
MATCH LINE - SEE SHEET NO. 20
24
24
N
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
I-24
MURFREESBORO PIKE
BAKER RD
SUNFLOWER PLACE
SUNFLOWER LANE
HIGHWAY 840 (MURFREESBORO)
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
MAP PICKLE PARKWAY
HOOPER RIDGE ROAD
ALLISTER DRIVE
BAKER SCHOOL
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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REASONABLE ALTERNATIVE 2
~ SUBJECT TO CHANGE – AUGUST 2024 ~
0 100 200 300
SHEET 19 OF 20


MATCH LINE - SEE SHEET NO. 19
24
24
SUNNYWOOD CT
BLACKMAN 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
I-24
MURFREESBORO PIKE
BLACKMAN ROAD
SUNNYWOOD PLACE
SUNNYWOOD LANE
FRANKLIN ROAD/MURFREESBORO PIKE
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WILKINSON PIKE
NASHVILLE PIKE/HWY
ROCKY FORK ROAD
ROCKY FORK ROAD
ALMALOOSA ROAD
BUTLER ROAD
SHEET TO CONTINUE
SHEET TO CONTINUE
SHEET TO CONTINUE
SHEET TO CONTINUE
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
PROPOSED RIGHT-OF-WAY
PRESENT R.O.W.
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
CHOICE LANES I-24 Southeast
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SHEET 20 OF 20

How Tennessee Transit Users *WIN* with Choice Lanes



Transit Buses Can Use the Choice Lanes for FREE

Increased Reliability = Increased Ridership

Transit saw a **73% ridership increase** due to reliable travel times in Choice Lanes.

10% increase in on-time bus performance.

Ridership quadrupled and travel times were **reduced by 68%.**



Increased Ridership = Decreased Congestion



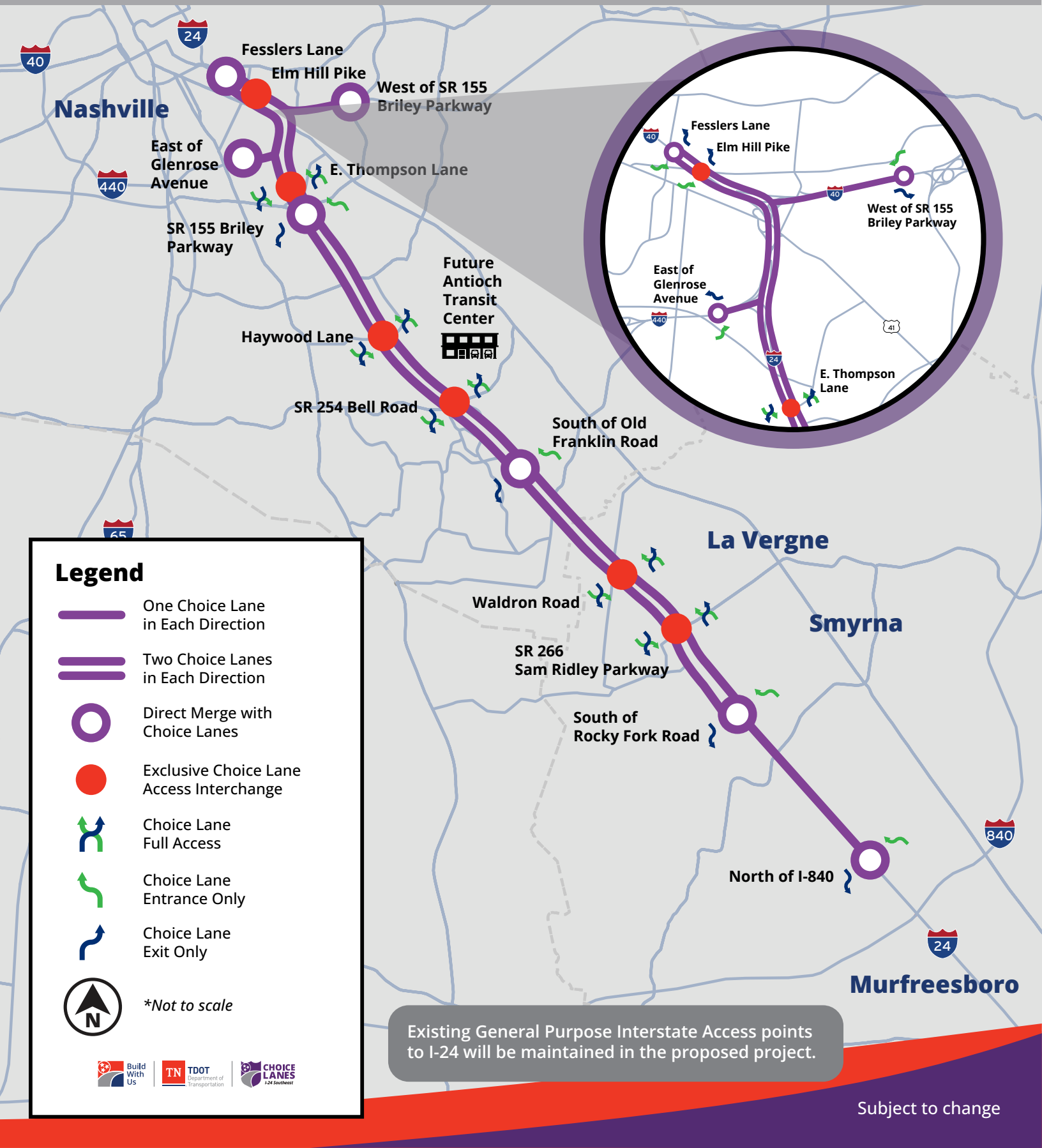
Everyone Wins with Choice Lanes!

Choice Lanes provide improved mobility for everyone – motorists, freight and transit – by providing more choices for drivers and more reliable trip times for all users!

Build With Us | TN TDOT Department of Transportation | CHOICE LANES Tennessee

Potential Choice Lanes Entry and Exit Points

Alternative 1



Legend

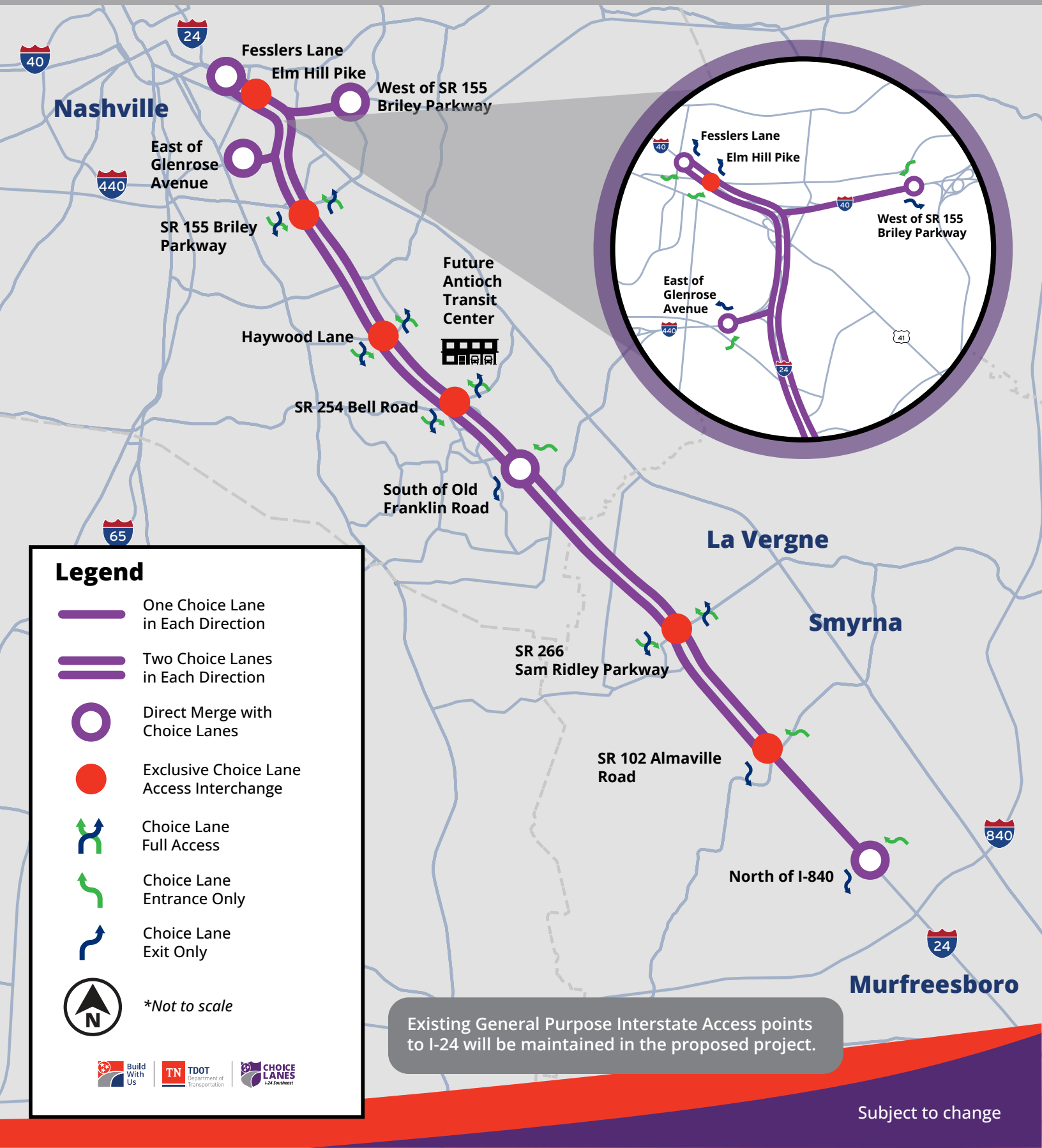
- One Choice Lane in Each Direction
- Two Choice Lanes in Each Direction
- Direct Merge with Choice Lanes
- Exclusive Choice Lane Access Interchange
- Choice Lane Full Access
- Choice Lane Entrance Only
- Choice Lane Exit Only
- *Not to scale

Existing General Purpose Interstate Access points to I-24 will be maintained in the proposed project.

Subject to change

Potential Choice Lanes Entry and Exit Points

Alternative 2



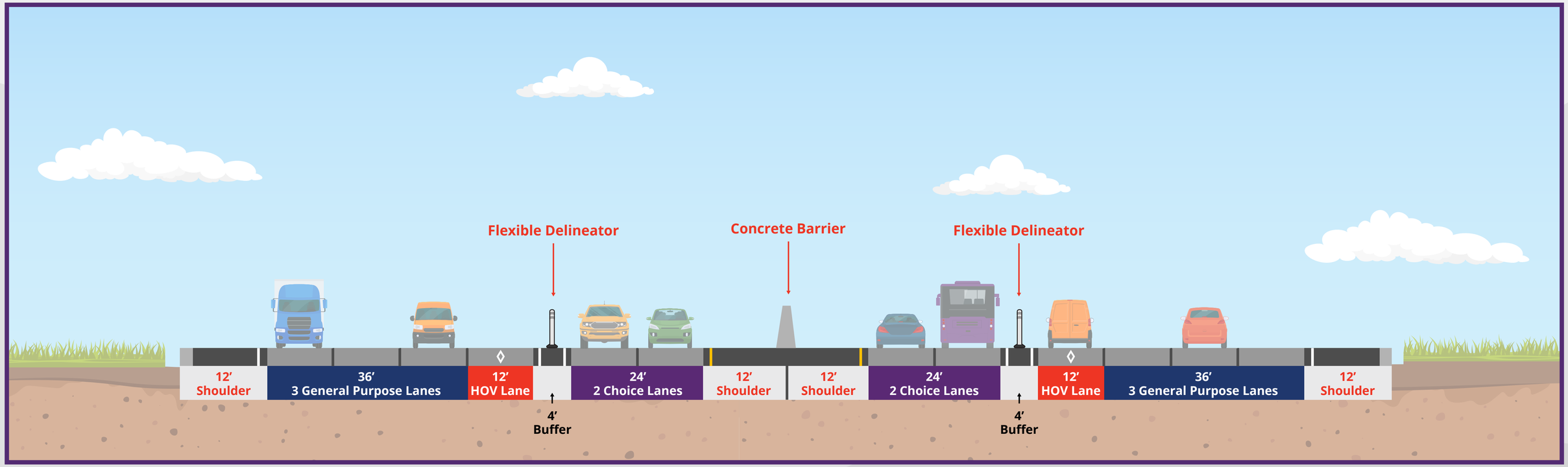
Legend

- One Choice Lane in Each Direction
- Two Choice Lanes in Each Direction
- Direct Merge with Choice Lanes
- Exclusive Choice Lane Access Interchange
- Choice Lane Full Access
- Choice Lane Entrance Only
- Choice Lane Exit Only
- *Not to scale

Existing General Purpose Interstate Access points to I-24 will be maintained in the proposed project.

Subject to change

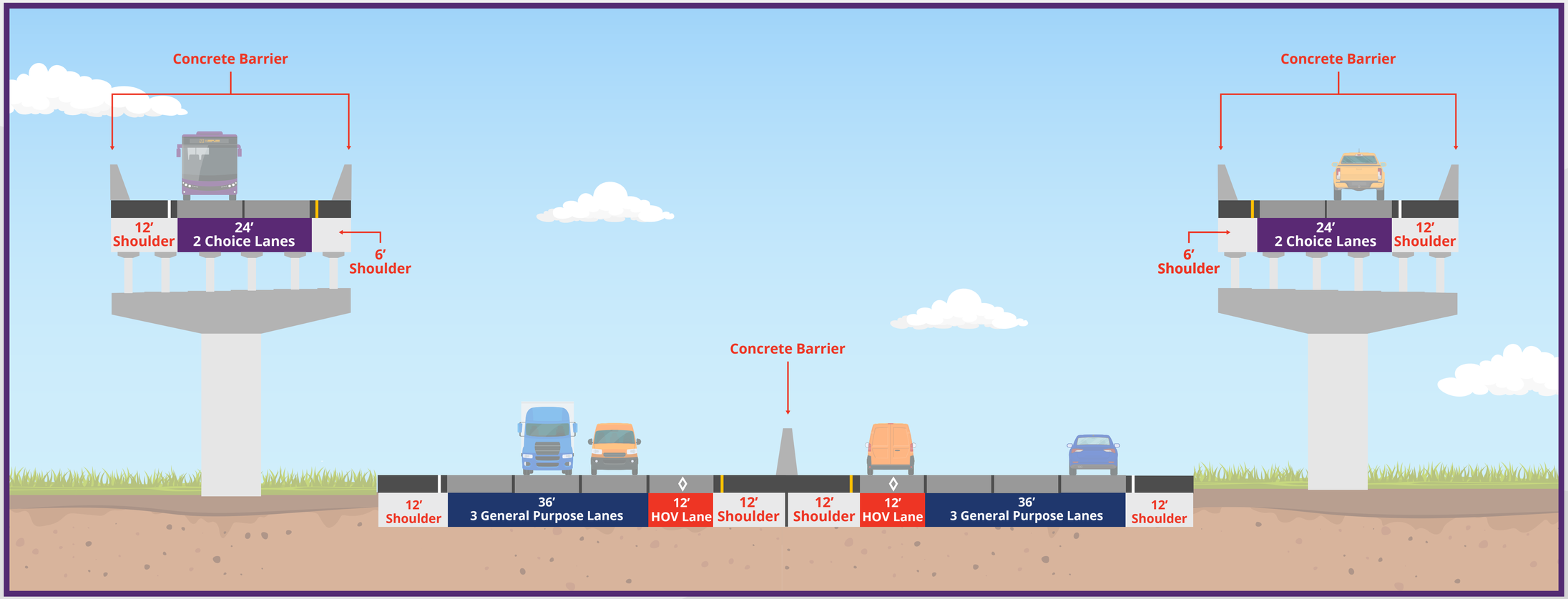
Typical Section– At-Grade



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

Subject to change

Typical Section– Elevated



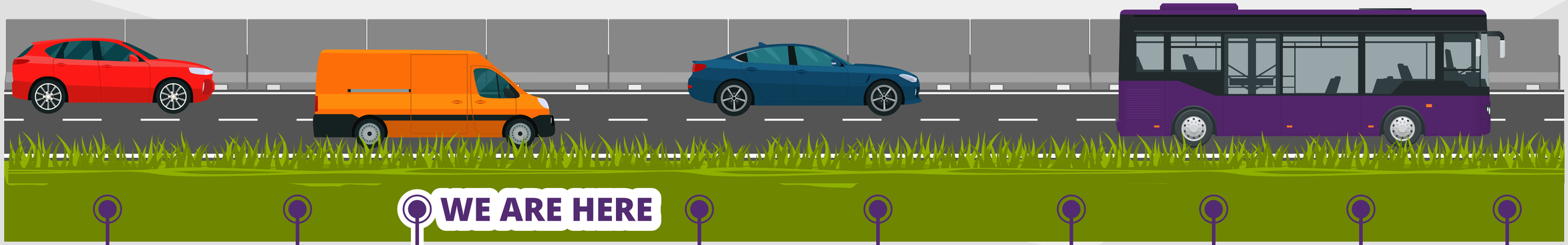
Build With Us | TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

Subject to change

National Environmental Policy Act (NEPA) Process

What is NEPA?

The National Environmental Policy Act (NEPA) is a federally mandated process that requires agencies to assess the environmental effects of proposed projects prior to making decisions. The environmental and related social and economic effects of the project will be assessed, and this public meeting is a critical part of the NEPA process.



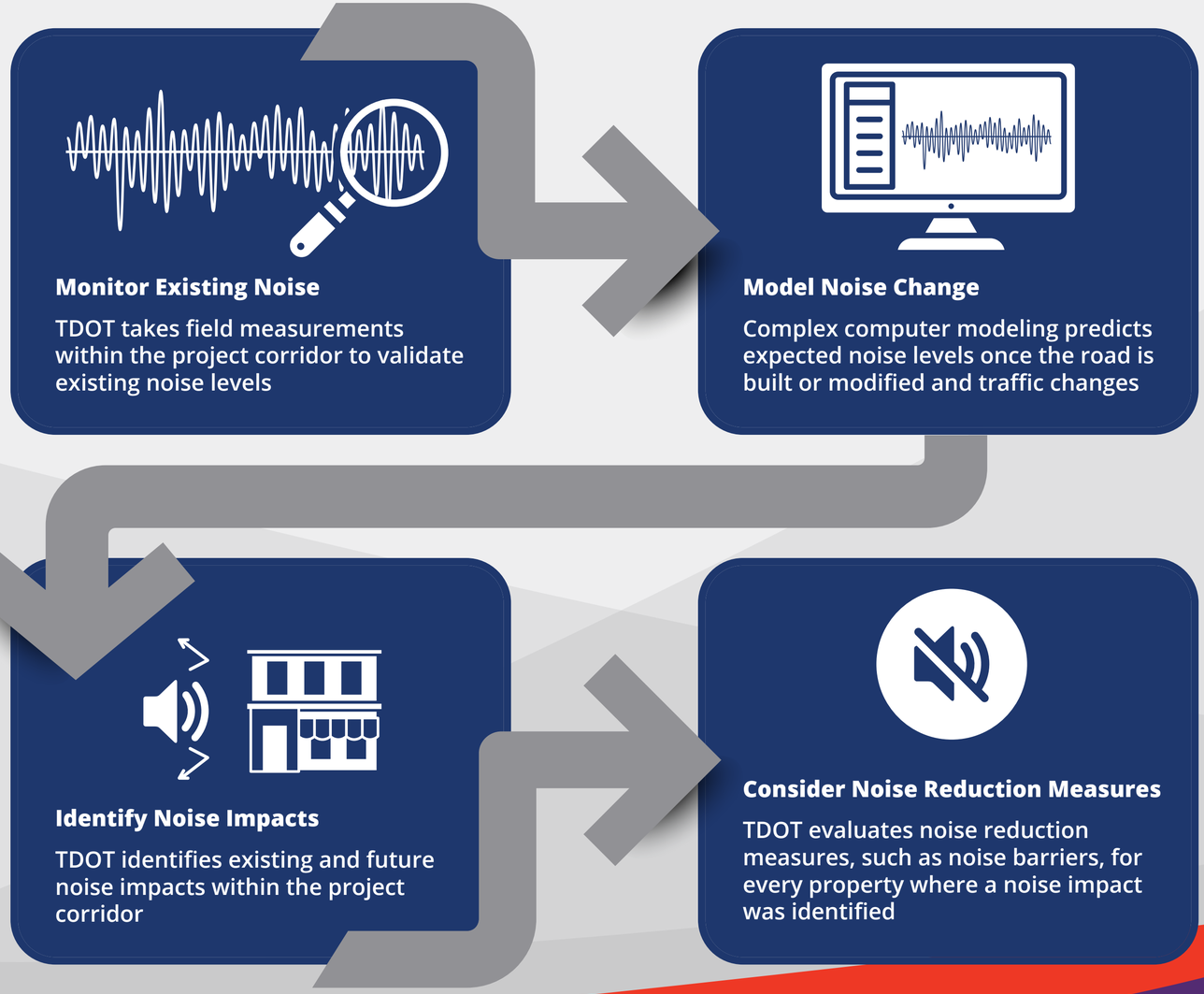
The NEPA process seeks to balance the transportation mobility needs of a community with minimizing potential impacts to the human and natural environment. Public engagement is a critical component to this process to inform the project decision-making process.

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Noise Evaluation Process

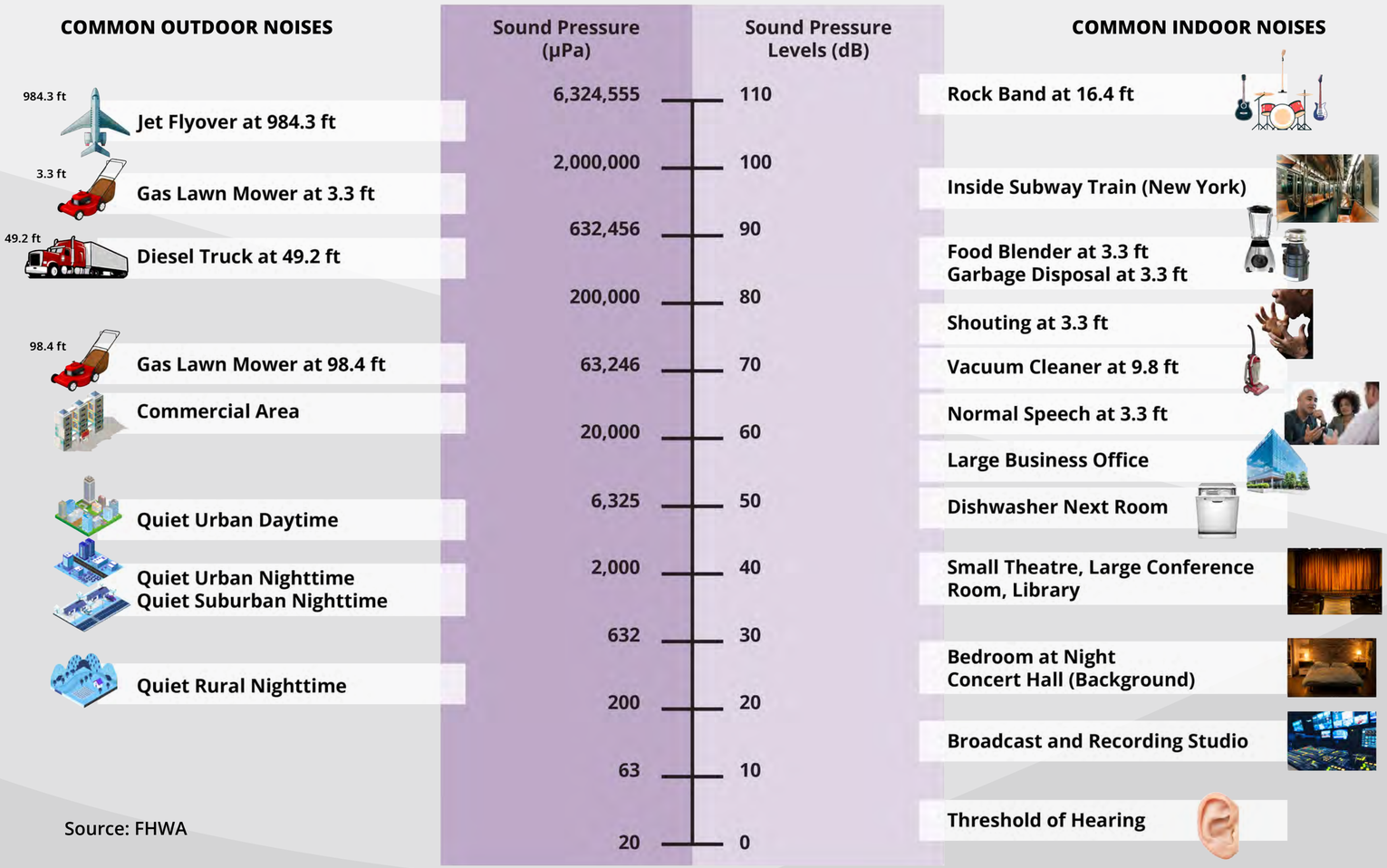
Highway traffic noise is an important environmental impact consideration in the improvement and development of the I-24 Southeast Choice Lanes project. Noise impacts are taken into consideration in the planning, location, design and construction phases of highway project development.

A noise study will be conducted in accordance with the Federal Highway Administration's (FHWA) noise standards to determine the acoustic impact of the proposed project on noise-sensitive receivers, such as single and multi-family residences and public outdoor spaces within the project corridor. The study will determine what noise abatement measures could and should be provided.



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Noise Barriers



Source: FHWA

What is a noise barrier?

Noise barriers absorb traffic and construction noise to help minimize disturbances to those that live and work near high-traffic areas.

How are noise levels determined?

Noise barriers are placed in areas where noise could exceed acceptable sound levels established by state and federal noise policy. A noise study will be conducted in accordance with the Federal Highway Administration's (FHWA) noise standards.

NOTE: Noise study will determine what noise abatement measures could and should be provided.

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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:

1. The Area of Visual Effect will be established considering landscape constraints and the limits of human sight.
2. An examination of the existing Visual Quality will be conducted considering the affected populations including both neighbors and travelers on I-24 Southeast.
3. Analysis of the visual resources and viewers' perspectives would be conducted to determine the baseline Visual Quality and how the baseline could be potentially impacted by the proposed project.
4. Mitigation required to offset adverse impacts would be defined after identification of the recommended preferred alternative for the project.

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Views *of the* Road vs. Views *from the* Road

The visual impacts evaluation considers the following components:

Compatibility

- Fits within or contrasts with existing environment and local policy, plans and public input
- Visual condition rating was increased or reduced

Viewer Sensitivity

- Proximity of viewers to proposed roadway
- Visibility metric (scale, view angle and view amount)
- Duration of views

Degree of Visual Impact

- Proposed changes benefit viewers or degrade and/or obstruct visual resources

Who's doing the looking?



Neighbors are residents or businesses located close enough that they could view the interstate even if currently obscured by other buildings or vegetation. Neighbors could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities.



Travelers are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips.

Click here to take the visual impacts survey.

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Environmental Justice & Choice Lanes



What is Environmental Justice?

Environmental Justice is the **fair treatment** and **meaningful involvement** of all people and communities in the project area that decisions may benefit or negatively affect.



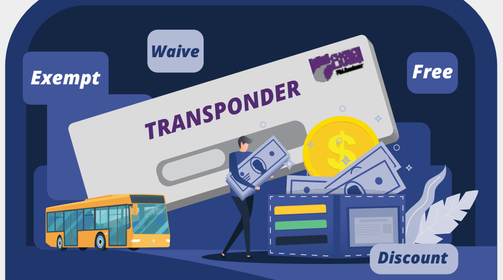
How is it Applied to Choice Lanes?

- Evaluate if any burdens (user fees) are disproportionately experienced by populations
- Develop mitigation strategies to balance the benefits for all communities



Steps for a Successful Approach

1. Identify affected communities
2. Develop an effective outreach plan
3. Determine through meaningful engagement if EJ communities would be disproportionately impacted
4. Develop mitigation measures for unavoidable impacts



Evaluate Mitigation Strategies

- Listen to the needs of the impacted communities to determine strategies that benefit all users
- Strategies may include enhanced benefits for transit and reduced barriers to obtain a transponder

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NEPA Alternatives Screening & Analysis

Agency, Public & Stakeholder Input

I-24 Multimodal Corridor Study
August 2015



- **Evaluated a Range of Multimodal Alternatives** and identified managed lanes as the recommended alternative

State, Regional and Local Plans

Project Goals

Purpose & Need

Preliminary Range of Choice Lanes Alternatives



- **Evaluation of Preliminary Alternatives** based on ability to meet Purpose & Need of the project

Alternatives Development and Analysis

Number of Alternatives

Level of Detail

Proposed Reasonable Alternatives

Public Information Meeting August 2024

- **Evaluation of Reasonable Alternatives** based meeting Purpose & Need, Traffic Analysis, Engineering, Natural Resources, Community & Built Environment and Project Goals

Recommended Preferred Alternative

Public Hearing Early 2025

- Evaluation of the alternatives with a greater detail of analysis at each level to **Identify the Recommended Preferred Alternative**

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APPENDIX F: PROJECT WEBSITE CONTENT

RESOURCES

November 2024

I-24 Southeast Choice Lanes

Project Overview

Tennessee's first proposed Choice Lanes project would construct new, optional Choice Lanes on I-24 between Nashville and Murfreesboro.

The proposed I-24 Southeast Choice Lanes project would address travel time reliability and regional connectivity issues along approximately 26 miles of I-24 by providing passenger vehicles and transit riders with an effective transportation alternative. Choice Lanes would provide another option for motorists to bypass congestion in exchange for a user fee and allow motorists to maintain consistent travel times.



What are Choice Lanes?

Choice Lanes use pricing to proactively manage demand and provide travel-time reliability. The proposed Choice Lanes would allow motorists to maintain consistent travel speeds even when the adjacent existing lanes are congested. While many motorists may choose to stay in the existing lanes, they would still enjoy the benefit of reduced congestion as other motorists move into the new, additional Choice Lanes.



Benefits

- Addresses unreliable trip times
- Provides more balance to quality of life due to less time spent in traffic
- Offers enhanced transit options as transit buses would be able to use the lanes
- Positively impacts the regional economy
- Improves air quality due to less idling because of reduced traffic congestion

DID YOU KNOW?

The proposed project would be **designed, built, financed, operated and maintained** by a private-sector partner through a Public-Private Partnership (P3), with initial funding provided by the Transportation Modernization Act. This approach would preserve critical funds to address congestion-related challenges in rural areas, like widening interstates to three lanes.

Current Status

TDOT has commissioned Traffic and Revenue studies and is conversing with private-sector partners to further investigate the feasibility of Choice Lanes. Environmental studies are underway. The first public meetings will take place in August 2024.

Contact Us:

(615) 451-8039

TDOT.24ChoiceLanes@tn.gov

Scan to visit the **I-24 Southeast Choice Lanes** website to learn more.

https://bit.ly/I-24-Choice-Lanes

Last Updated:7/02/2024

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Save the Date: I-24 Southeast Choice Lanes Public Meetings



TDOT wants to see YOU at one of our upcoming public information meetings for Tennessee's first proposed Choice Lanes project! We are hosting four public meetings in August to provide you with more information about the project, which would construct new, optional Choice Lanes on I-24 between Nashville and Murfreesboro. Learn about the latest design concepts, proposed Choice Lanes access points and more. You will have the opportunity to view the information, ask questions and submit your feedback on the project at our virtual event or one of three in-person opportunities:

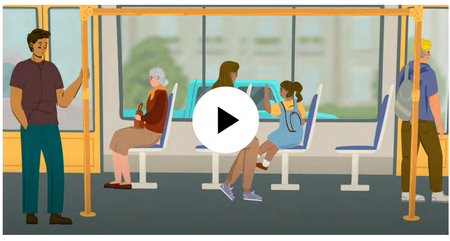
- Wednesday, August 14 at 5 p.m. on TDOT's website
- Wednesday, August 21 from 5 p.m. to 7 p.m. at the Smyrna Event Center
- Wednesday, August 28 from 5 p.m. to 7 p.m. at the Fairgrounds Nashville
- Thursday, August 29 from 11 a.m. to 6 p.m. at the Southeast Community Center

If you can't make it to one of the meetings, the virtual meeting will be recorded and posted on the project website to review through the public comment period (August 14 to September 19, 2024). Public feedback on the I-24 Southeast Choice Lanes project is an integral part of the environmental process, and we want to hear your thoughts on how this project could impact you and your community. Additionally, if you are interested in receiving updates via text message, text CHOICE to (855) 704-1824.

Persons with disabilities who need accommodations to participate in these meetings may contact Shanna Chevalier, TDOT ADA Coordinator, at (615) 741-0465 or TTY: 711, or via email at shanna.chevalier@tn.gov at least seven days prior to the meeting they plan to attend.

LEARN MORE ABOUT THE I-24 SOUTHEAST CHOICE LANES PROJECT

Benefits of Transit with Choice Lanes

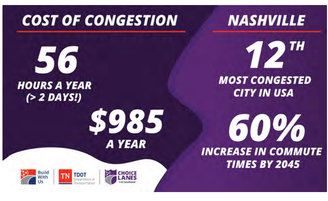


Tennessee transit riders win with Choice Lanes! How so? With Choice Lanes, transit riders would experience a stress-free, more reliable trip with no additional fees. Across the country, Choice Lanes provide more choices for motorists and help people use transit to travel!

- In Texas, transit saw a 73% ridership increase because of improved and reliable trip times.
- In Florida, bus ridership quadrupled in the first five years after Choice Lanes opened and travel times shortened by 68%.

We are excited to partner with our local transit providers to provide innovative transportation solutions that improve mobility for all Tennesseans! To learn more about the benefits transit users can experience with Choice Lanes, watch the video linked above. Please note that the video depicts only one Choice Lane for illustrative purposes. In reality, TDOT is proposing two Choice Lanes in each direction on I-24 Southeast, offering even more flexibility and capacity.

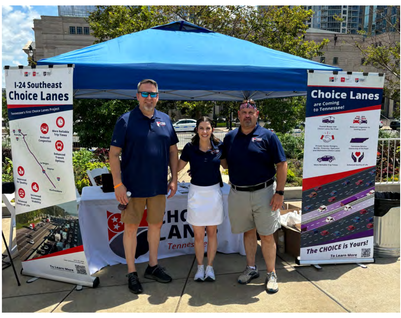
It's Not Just the Miles, It's the Minutes that Matter



56 hours, or a little more than two days, and $985 a year: that is how much time and money Nashvillians are losing sitting in traffic every year according to a recent report.

TDOT understands your time is valuable, which is why we are proposing Choice Lanes in the most congested areas of the state. The proposed I-24 Southeast Choice Lanes project would allow motorists the choice to bypass congestion in exchange for a user fee, giving you back priceless time. With 56 extra hours a year, you'll have the chance to spend more quality time with family and friends, pick up a new hobby or cheer on your favorite Nashville sports team. Read more about the report.

Out & About with Team I-24 Southeast!



TDOT's P3 Executive Director Bryan Ledford, P3 Communications Officer Rebekah Hammonds and Statewide P3 Project Manager John Davis (left to right) spent Independence Day sharing information on the I-24 Southeast Choice Lanes project at Nashville's Let Freedom Sing celebration downtown.

The proposed I-24 Southeast Choice Lanes Project Team has been out and about in the community this month. We've spoken to community groups, hosted booths at local events and have held excellent meetings with stakeholders. We look forward to more opportunities to listen to and address your questions and concerns!



Is your organization or group interested in learning more about the proposed project?

REQUEST A SPEAKER FROM OUR TEAM

Get Involved!

Visit our Website
Get Email Updates



May 24, 2024

Introducing I-24 Southeast Choice Lanes

Tennessee is leading as a top-5 fastest growing state, with 95% of counties seeing population growth last year. This growth has resulted in heavy traffic congestion across the state. The Transportation Modernization Act (TMA) was passed in April 2023, which has equipped the state with innovative tools to address traffic congestion, especially in urban areas, freeing up funding to invest in rural and suburban communities, all without raising the gas tax or taking on debt.

The TMA broadens the way TDOT is able to deliver projects by expanding alternative delivery opportunities and giving TDOT the authority to enter into Public-Private Partnerships (P3s). P3s allow TDOT to partner with the private sector to design, build, finance, operate and maintain new, additional Choice Lanes. Tennessee's first proposed Choice Lanes will travel between Nashville and Murfreesboro: the I-24 Southeast Choice Lanes.

These Choice Lanes are new lanes, added to congested urban highways that allow motorists the option of paying a voluntary fee in exchange for faster and more reliable trip times in the new lanes.

Project Benefits

- **More Reliable Trip Times**
- **Reduced Congestion**
- **More Time Doing What You Enjoy**
- **Enhanced Transit Choices**
- **Improved Air Quality**
- **Economic Growth**

Anticipated Timelines

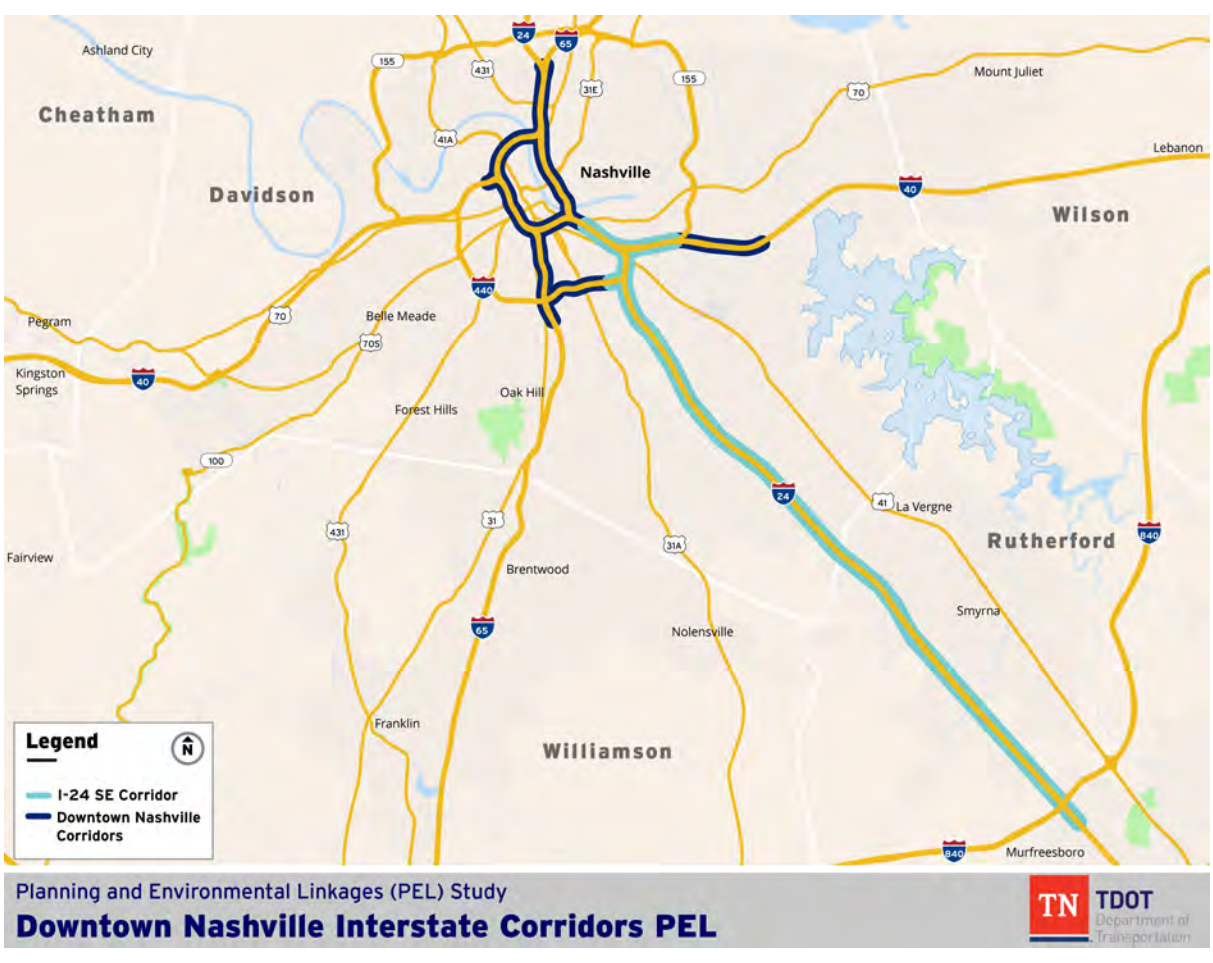


Dates are subject to change.

To learn more about the I-24 Southeast Choice Lanes project, please visit the website here.

What We've Learned from the Downtown Nashville Interstate Corridors Planning and Environmental Linkages (PEL) Study

TDOT recently initiated a Planning and Environmental Linkages (PEL) Study alongside the early development of the proposed I-24 Southeast Choice Lanes Project to establish the vision for the network and determine overall urban congestion relief improvement strategies for the interstate network leading into and surrounding Downtown Nashville.



In April, we hosted a Virtual Public Engagement Event seeking feedback from the public on their top concerns and priorities for the Downtown Nashville Interstate Corridor. TDOT received more than 380 surveys and is developing a comment response letter summarizing the data, which will be posted to the PEL Study website here. If you were one of the 380+ people who provided feedback, TDOT thanks you for sharing your opinions and concerns. We value your input into the project planning process.

The top concerns were:



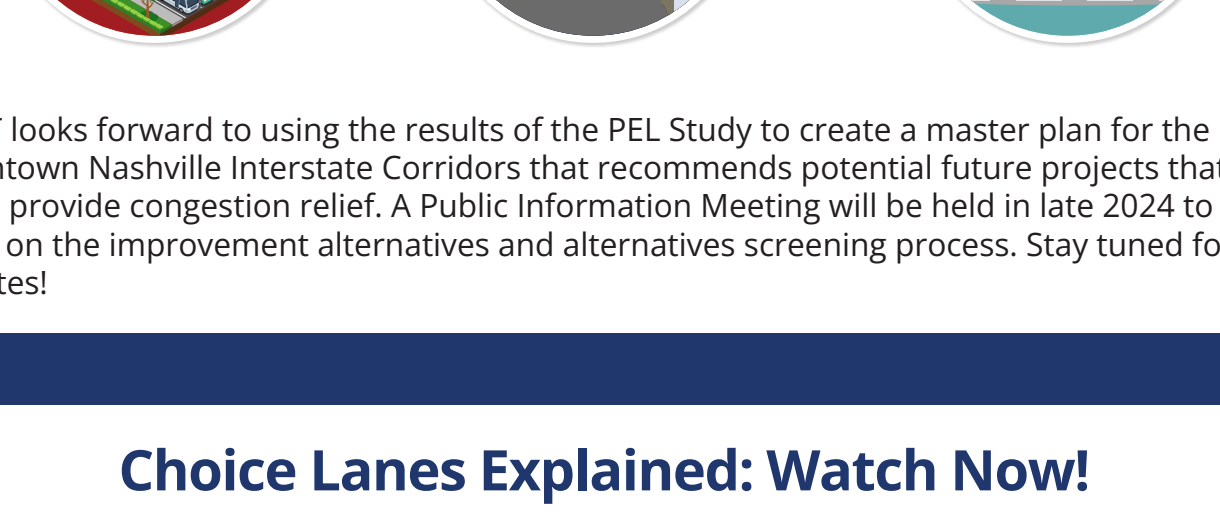




TDOT looks forward to using the results of the PEL Study to create a master plan for the Downtown Nashville Interstate Corridors that recommends potential future projects that could provide congestion relief. A Public Information Meeting will be held in late 2024 to seek input on the improvement alternatives and alternatives screening process. Stay tuned for updates!

Choice Lanes Explained: Watch Now!

We think quality of life should be high and time spent in traffic should be low. That's why Choice Lanes are coming to Tennessee! Tune in to our Choice Lanes video series to answer all your questions.



We dive into the history of Choice Lanes, how they work, how they will be priced and much more. Choice Lanes have been a proven congestion mitigation solution for two decades, giving motorists the choice to bypass congestion in brand-new lanes in exchange for a user fee. This is just one important tactic in the I-24 Southeast corridor to enhance mobility, improve congestion and provide more reliable, more efficient trips for all users.

Get Involved!

Visit our Website

Get Email Updates

APPENDIX G. SOCIAL MEDIA ANALYTICS

TABLE 1	
Public Participation	
Type of Public Participation	**Totals (Views/Attendance)**
I-24 Southeast Choice Lanes Webpage Views (August 14-September 13)	**Update when comment period ends**
Project Video Views	**112 Views**
Choice Lanes Visualization	**584 Views**
Virtual Public Meeting attendance	**272 attendees**
Southeast Community Center Public Meeting attendance	**40 attendees**
Fairgrounds Nashville attendance	**33 attendees**
Smyrna Community Center attendance	**82 attendees**
In-Person Comments Received (Hard Copy/Written)	**18**
Online/PIMA Direct Entry Comments Received	**110**
Mailed Comments Received	
Emailed Comments Received	
QR Code Scans per Outreach Document	
Document	**Total QR Scans**
I-24 SE CL Alternative 2	**11**
I-24 SE CL Alternative 1	**26**
I-24 Public Comment Form	**37**
Visual Impacts Survey	**13**
Congestion Studies	**6**
TV Spots	**32**
Social Media Impressions and Measured Engagement* (Organic Posts)**	
Social Media Platform	**Totals**
X Total Impressions	**14,542**
X Total Engagement	**119**
Instagram – Total Impressions	**4,843**
Instagram – Total Engagement	**155**
LinkedIn – Total Impressions	**21,959**
LinkedIn – Total Engagement	**11,102**
Facebook – Total Impressions	**20,992**
Facebook – Total Engagement	**1,280**
Social Media Impressions and Measured Engagement* (Paid Posts)***	
Social Media Platform	**Totals**
Instagram and Facebook – Total Impressions	**86,413**
Instagram and Facebook – Total Engagement	**2,770**
X Total Impressions	**141,855**
X Total Engagement	**1,742**

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I-24 Southeast Choice Lanes

Public Meeting Advertising Report

Table of Contents

- Website Metrics
- Paid Media
  - Paid Social Media Analytics (Facebook, Instagram, X)
  - Google Display Ads
  - AudioGO Ads
  - Billboards
  - TV Ads
- Organic Outreach
  - Newsletters
  - Text Messaging
  - Postcards
  - Organic Social Media Analytics

Website Metrics



Page Visits

11,739



Average Time on Site

4:37

**Website stats from 8/14-9/19.*

Paid Media

Paid Social Media Analytics



2,798
Engagement

86,413
Impressions

6
Paid Ads



1,983
Engagement

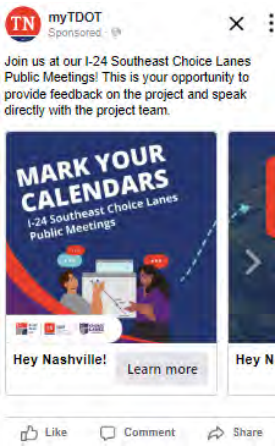
176,877
Impressions

8
Paid Ads

I-24 Southeast Choice Lanes Social Media

Paid Media: August 1-29, 2024

Message: Join us at our I-24 Southeast Choice Lanes Public Meetings! This is your opportunity to provide feedback on the project and speak directly with the project team.



Impressions: 23,121
Clicks: 479
Comments: 20
Reactions: 32
Shares: 11



Impressions: 40,407
Engagements: 803

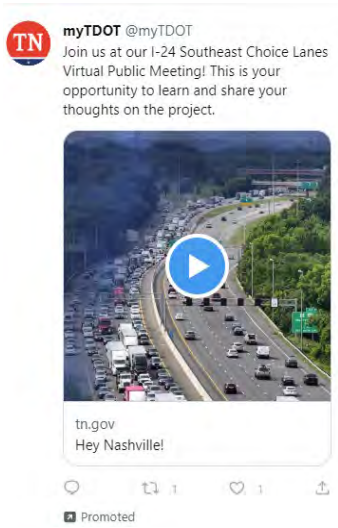
I-24 Southeast Choice Lanes Social Media

Paid Media: August 1-14, 2024

Message: Join us at our I-24 Southeast Choice Lanes Virtual Public Meeting! This is your opportunity to learn and share your thoughts on the project.



Impressions: 11,855
Clicks: 446
Comments: 42
Reactions: 67
Shares: 18

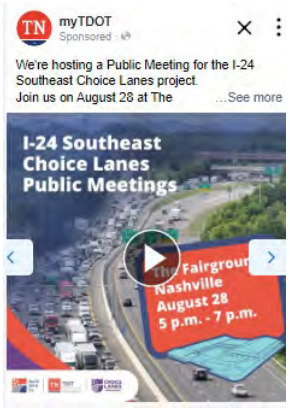


Impressions: 9,695
Engagements:152

I-24 Southeast Choice Lanes Social Media

Paid Media: August 21-28, 2024

Message: We're hosting a Public Meeting for the I-24 Southeast Choice Lanes project. Join us on August 28 at The Fairgrounds Nashville from 5 p.m. – 7 p.m., to learn and share your thoughts on the project.



Impressions: 13,167
Clicks: 289
Comments: 16
Reactions: 15
Shares: 12

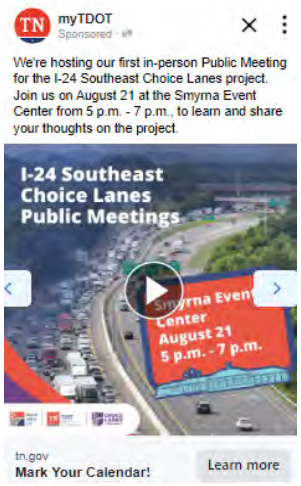


Impressions: 10,682
Engagements: 152

I-24 Southeast Choice Lanes Social Media

Paid Media: August 21-28, 2024

Message: We're hosting our first in-person Public Meeting for the I-24 Southeast Choice Lanes project. Join us on August 21 at the Smyrna Event Center from 5 p.m. - 7 p.m., to learn and share your thoughts on the project.



Impressions: 12,758
Clicks: 420
Comments: 11
Reactions: 50
Shares: 17

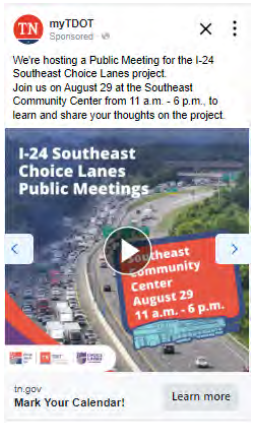


Impressions: 10,404
Engagements: 142

I-24 Southeast Choice Lanes Social Media

Paid Media: August 22-29, 2024

Message: We're hosting a Public Meeting for the I-24 Southeast Choice Lanes project. Join us on August 29 at the Southeast Community Center from 11 a.m. - 6 p.m., to learn and share your thoughts on the project.



Impressions: 15,154
Clicks: 283
Comments: 22
Reactions: 35
Shares: 4

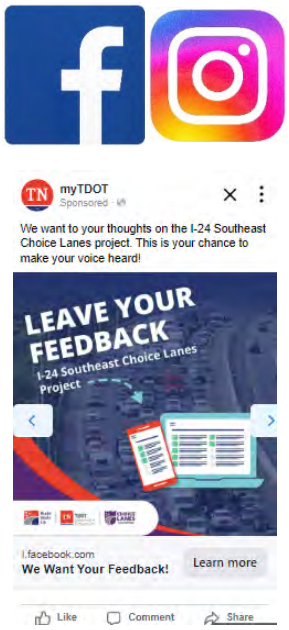


Impressions: 11,076
Engagements: 120

I-24 Southeast Choice Lanes Social Media

Paid Media: August 13-September 19, 2024

Message: We want to your thoughts on the I-24 Southeast Choice Lanes project. This is your chance to make your voice heard!



Impressions: 10,358
Clicks: 363
Comments: 59
Reactions: 49
Shares: 10

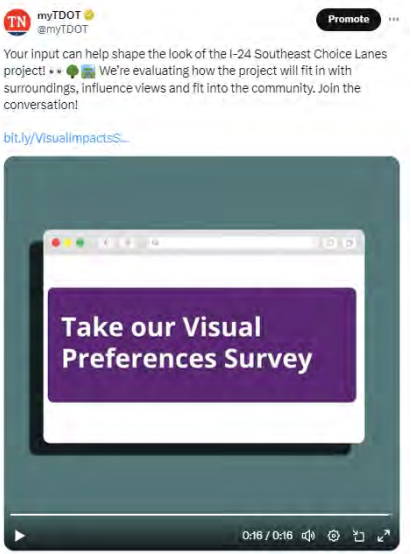


Impressions: 74,816
Engagements: 475

Visual Preferences Survey

Paid Media: September 17-19, 2024

Message: Your input can help shape the look of the I-24 Southeast Choice Lanes project. We're evaluating how the project will fit in with surroundings, influence views and fit into the community. Join the conversation!



Impressions: 15,765
Engagements: 98

I-24 Southeast Choice Lanes Social Media





I-24 Southeast Choice Lanes Social Media





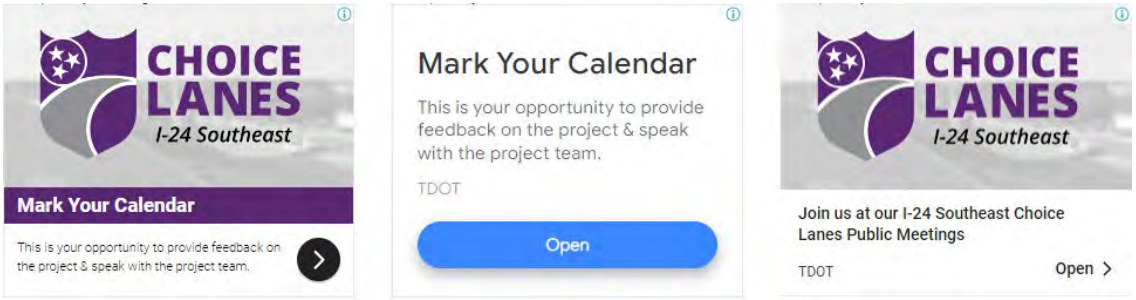




Google Display Ads

Ad Group 1: August 1-August 29

Total Impressions: 123,233
Total Clicks: 2,097



Impressions: 120,791
Clicks: 2,025



Impressions: 1,885
Clicks: 19



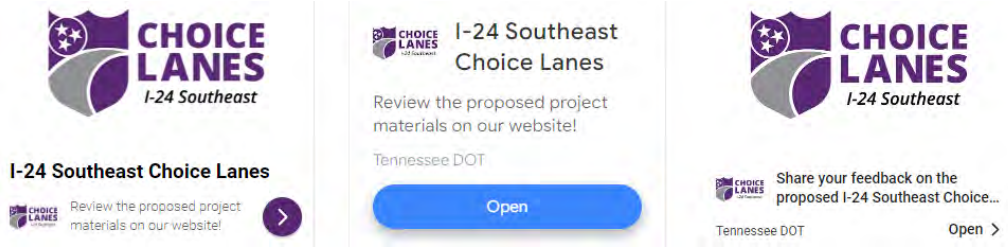
Impressions: 557
Clicks: 53

***Different sized banners were displayed based on the users display and linked back to the project website.**

Google Display Ads

Ad Group 2: August 30-September 19,2024

Total Impressions: 21,811
Total Clicks: 1,102



Impressions: 7,707
Clicks: 201



Impressions: 4,356
Clicks: 43



Impressions: 9,748
Clicks: 858

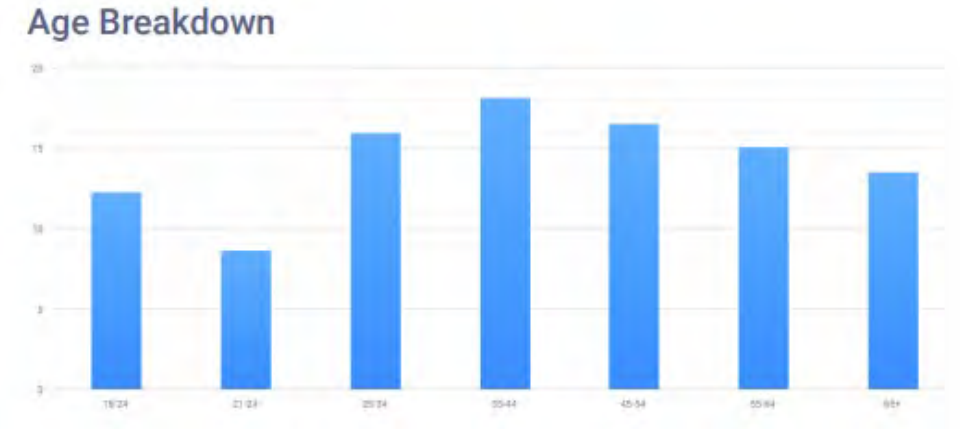
***Different sized banners were displayed based on the users display and linked back to the project website.**

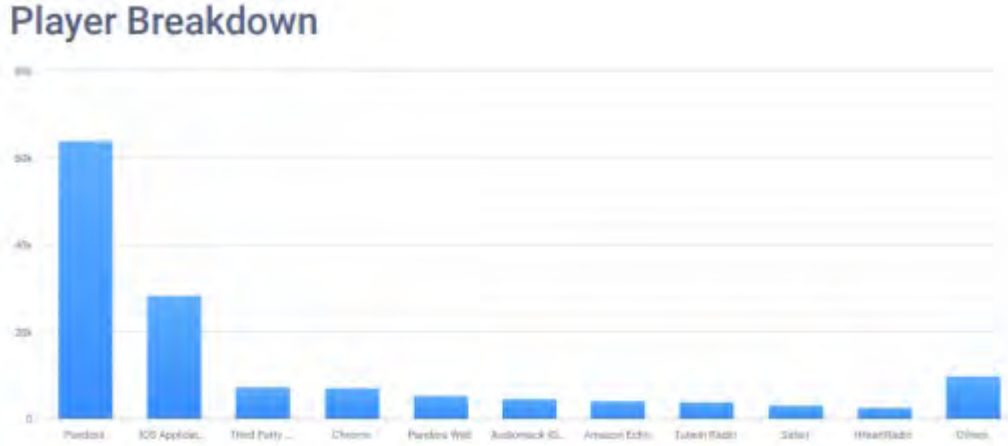
AudioGO Ads

August 13-29, 2024



Impressions: 138,925
Listeners Reached: 127,837
Total Clicks: 259



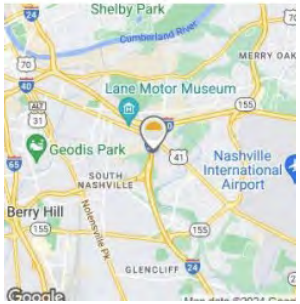


***AudioGO Ads displayed the PSA through radio, Spotify and Pandora.**

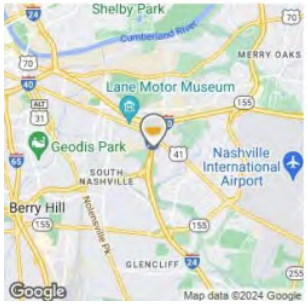
Billboards: August 1-22



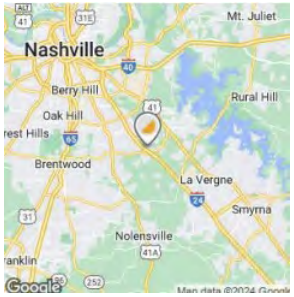




I-24, 0.4 West of I-440
Exit 52 (Facing South)
Weekly Impressions: 387,095



I-24, 0.4 West of I-440
Exit 52 (Facing North)
Weekly Impressions: 306,322



I-24, 3 miles West of Bell Road
Exit 59 (Northwest)
Weekly Impressions: 226,337



I-24, .9 miles West of Sam Ridley Pkwy.
Exit 66 (Facing East)
Weekly Impressions: 199,471

TV Ads

- Four television ads were created to promote the public meetings
- Ran on News4, Fox17, News Channel5 and News2
  - On August 12, 13, 19, 20, 26 and 27
  - 6 a.m., 8 a.m., 5 p.m., 6 p.m., 10 p.m.
- 30 QR Codes Scanned



Organic Outreach

Newsletters

- Seven project newsletters were sent out to stakeholders who subscribed to the newsletter.



5/24/24
433 recipients
67% open rate



7/24/24
356 recipients
82% open rate



8/14/24
413 recipients
71% open rate



8/20/24
631 recipients



8/28/24
672 recipients
86% open rate



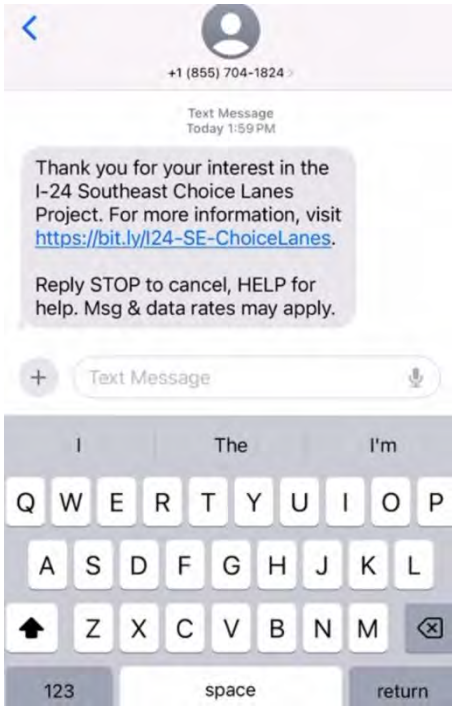
9/16/24
837 recipients
65% open rate



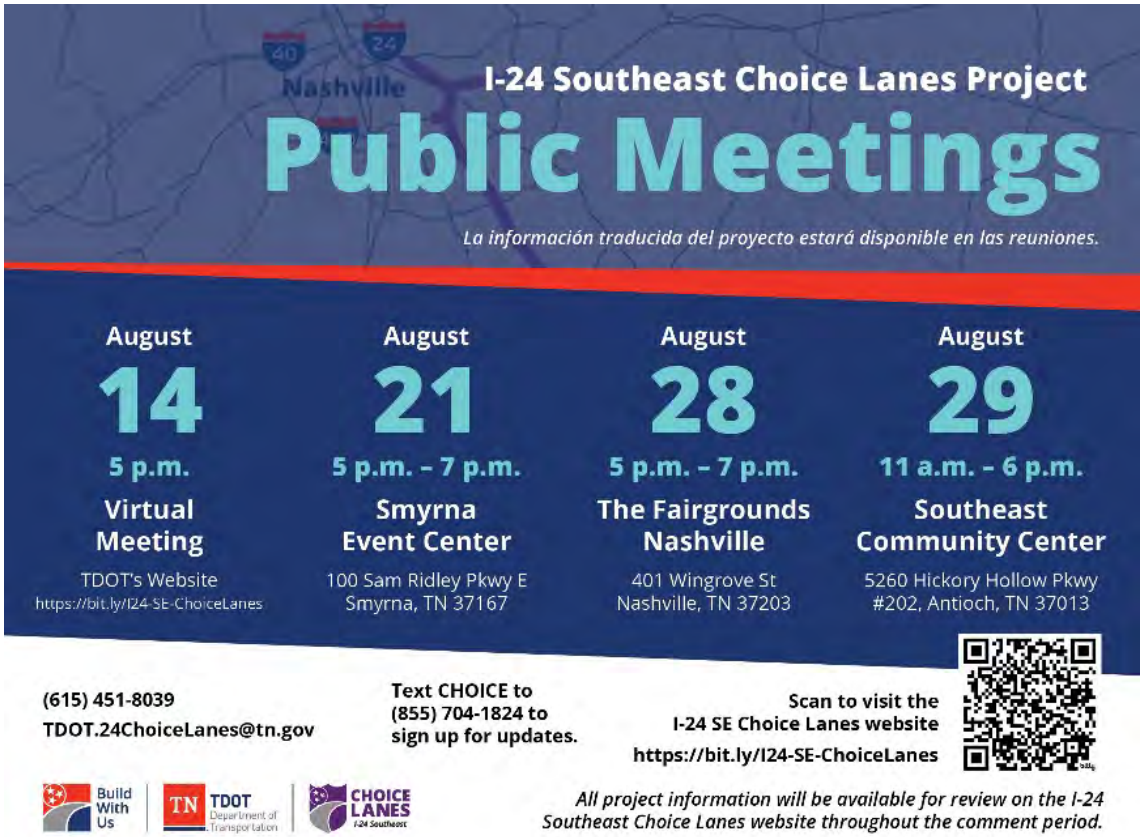
9/24/24
884 recipients
66% open rate

SlickText

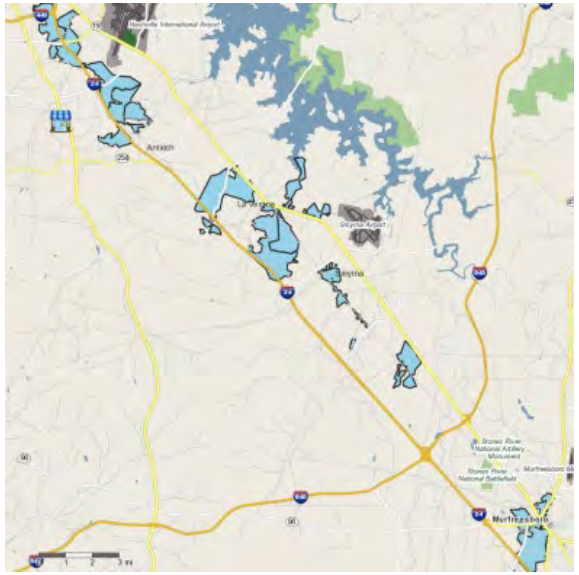
- 11 Messages Sent
  - Text messages, sending general reminders about the public meeting and open comment period, directing subscribers to the website
- 45 subscribers



Postcards



- 11,369 postcard deliveries across 15 carrier routes targeting EJ communities



Organic Social Media Analytics



1,479
Engagements

25,652
Impressions

10
Posts



1,912
Engagements

24,271
Impressions

10
Posts



147
Engagements

18,652
Impressions

9
Posts

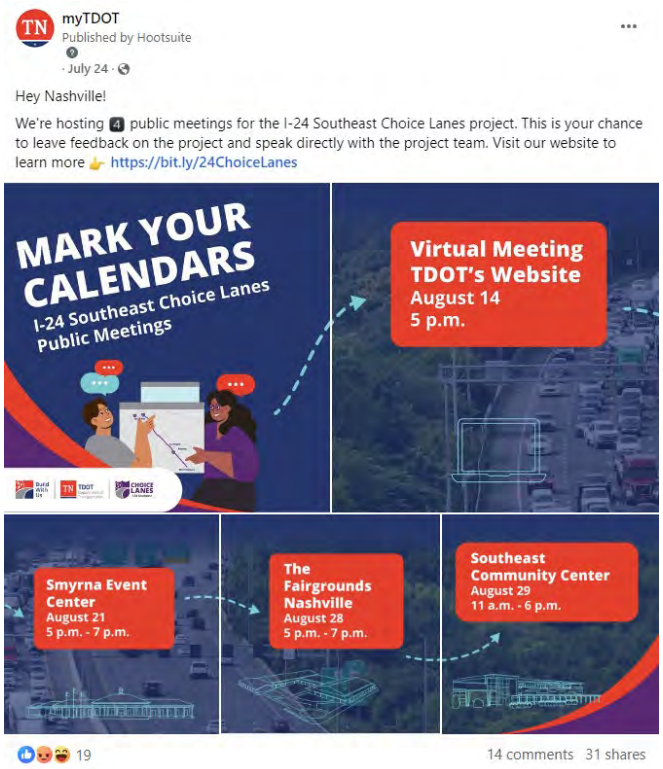


338
Engagements

8,402
Impressions

12
Posts

Organic Social Media



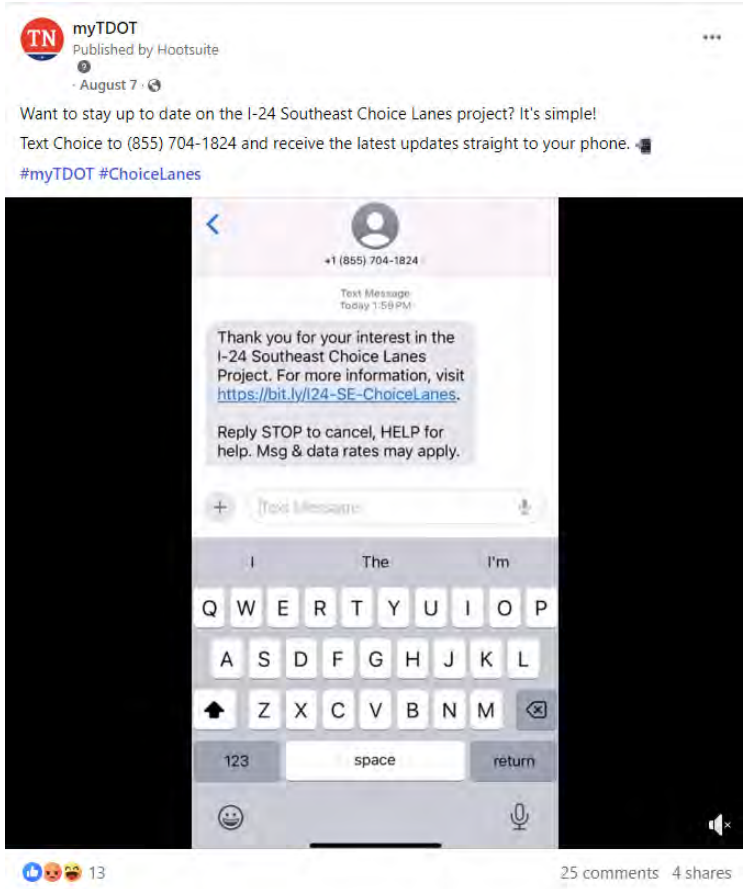
Impressions: 2,698
Clicks: 118
Comments: 14
Reactions: 17
Shares: 4

Impressions: 589
Comments: 0
Likes: 19
Saves: 3
Shares: 6

Impressions: 1,649
Hashtag Clicks: 0
Likes: 7
Link Clicks: 7
Replies: 0
Retweets: 2

Impressions: 2,222
Clicks: 282
Reactions: 56
Comments: 0
Reposts: 3

Organic Social Media



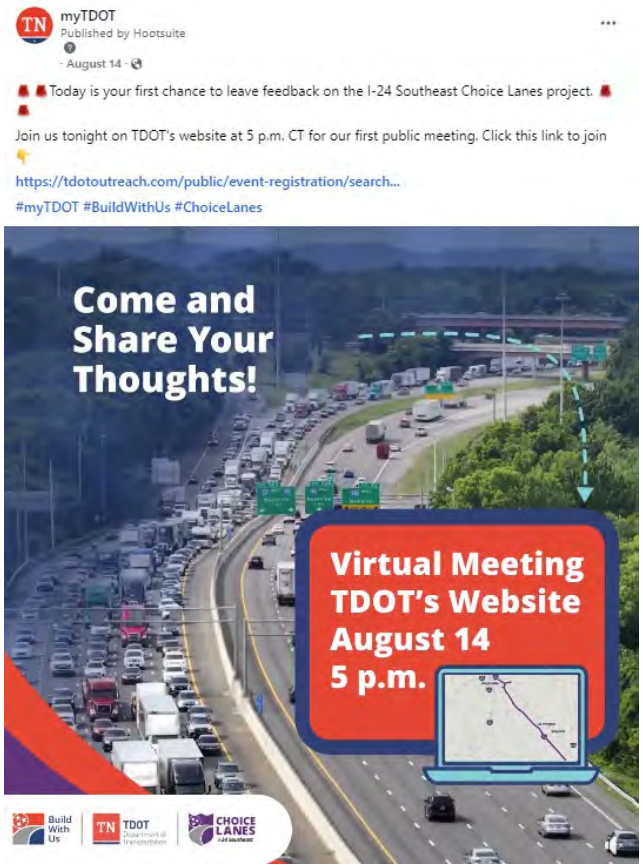
Impressions: 2,637
Clicks: 94
Comments: 25
Reactions: 13
Shares: 6

Impressions: 524
Comments: 3
Likes: 9
Saves: 0
Shares: 2

Impressions: 1,105
Hashtag Clicks: 1
Likes: 1
Link Clicks: 0
Replies: 0
Retweets: 0

Impressions: 2,472
Clicks: 117
Reactions: 45
Comments: 0
Reposts: 4

Organic Social Media



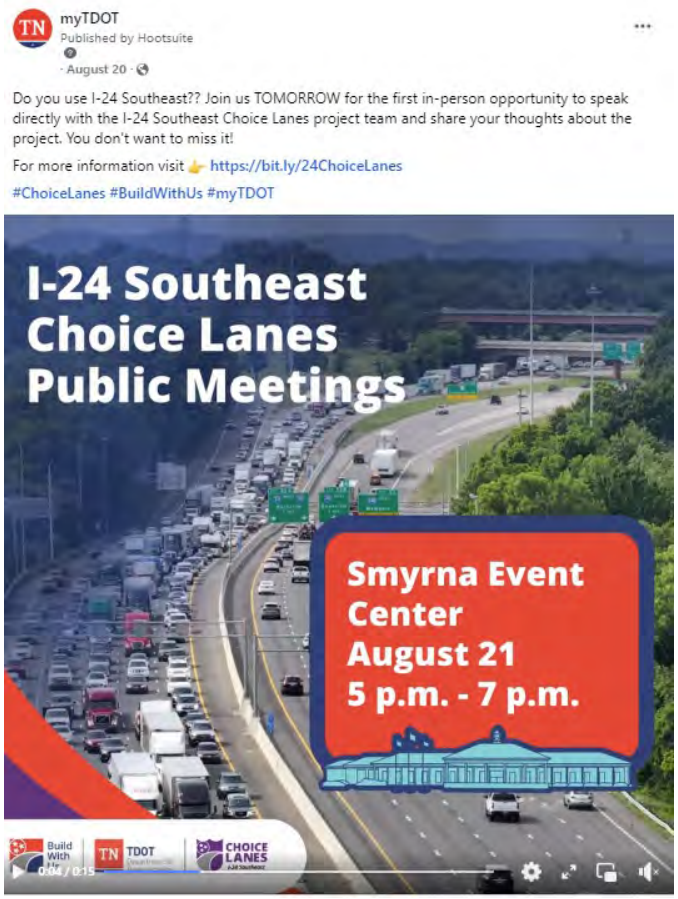
Impressions: 2,022
Clicks: 82
Comments: 5
Reactions: 9
Shares: 3

Impressions: 702
Comments: 1
Likes: 12
Saves: 1
Shares: 0

Impressions: 1,602
Hashtag Clicks: 1
Likes: 7
Link Clicks: 21
Replies: 0
Retweets: 4

Impressions: 2,517
Clicks: 138
Comments: 56
Reposts: 0

Organic Social Media



Impressions: 3,100
Clicks: 59
Comments: 22
Reactions: 13
Shares: 4

Impressions: 652
Comments: 1
Likes: 10
Saves: 0
Shares: 5

Impressions: 1,689
Hashtag Clicks: 0
Likes: 4
Link Clicks: 13
Replies: 2
Retweets: 1

Impressions: 2,899
Clicks: 155
Reactions: 41
Comments: 79
Reposts: 0

Organic Social Media



Impressions: 4,381
Clicks: 413
Comments: 26
Reactions: 41
Shares: 14

Impressions: 956
Comments: 4
Likes: 29
Saves: 4
Shares: 9

Impressions: 6,482
Hashtag Clicks: 3
Likes: 12
Link Clicks: 1
Replies: 11
Retweets: 2

Impressions: 6,492
Clicks: 500
Reactions:151
Comments: 151
Reposts: 3

Organic Social Media



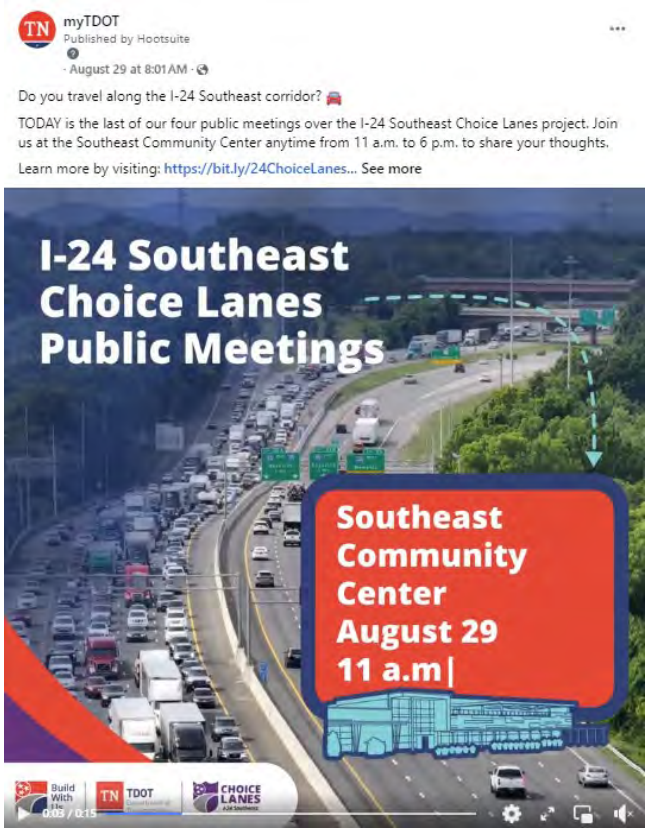
Impressions: 2,316
Clicks: 110
Comments: 35
Reactions: 13
Shares: 6

Impressions: 579
Comments: 3
Likes: 14
Saves: 1
Shares: 4

Impressions: 924
Hashtag Clicks: 1
Likes: 1
Link Clicks: 2
Replies: 1
Retweets: 1

Impressions: 1,773
Clicks: 69
Reactions: 2
Comments: 56
Reposts: 3

Organic Social Media



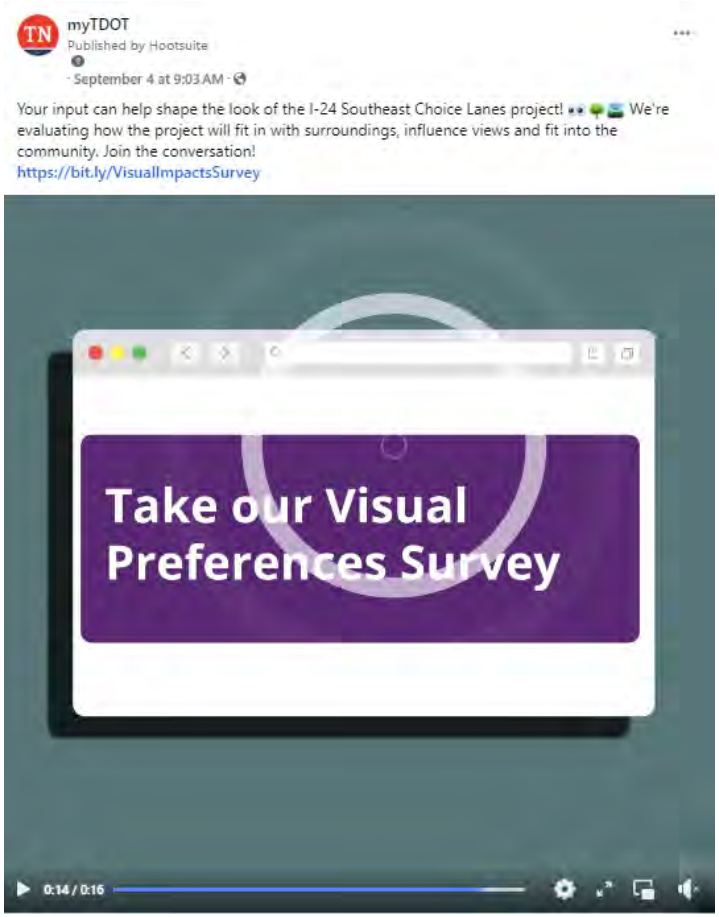
Impressions: 1,220
Clicks: 39
Comments: 1
Reactions: 3
Shares: 0

Impressions: 340
Comments: 0
Likes: 6
Saves: 0
Shares: 0

Impressions: 1,091
Hashtag Clicks: 1
Likes: 5
Link Clicks: 4
Replies: 0
Retweets: 3

Impressions: 1,367
Clicks: 71
Reactions: 41
Comments: 0
Reposts: 0

Organic Social Media



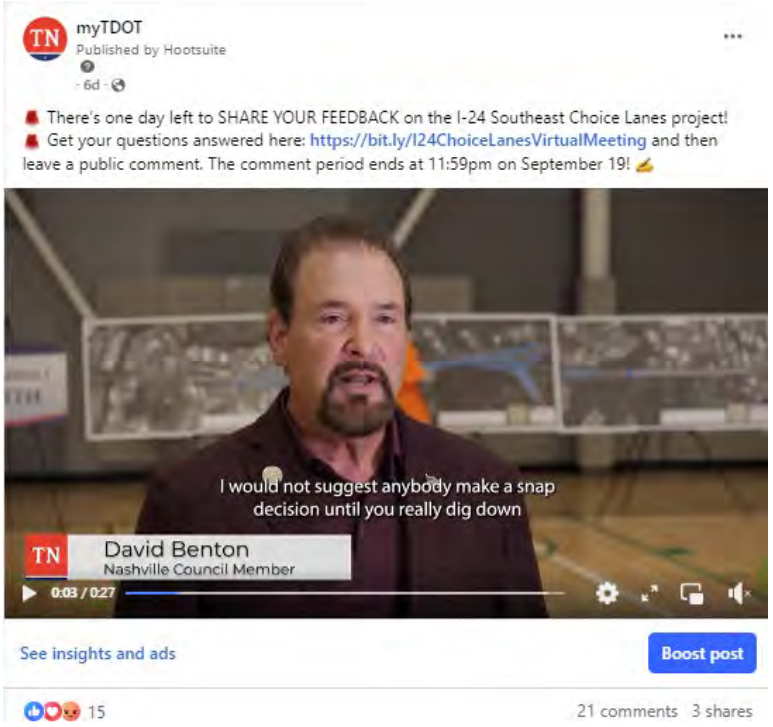
Impressions: 2,481
Clicks: 47
Comments: 4
Reactions: 14
Shares: 3

Impressions: 346
Comments: 1
Likes: 8
Saves: 0
Shares: 0

Impressions: 3,083
Hashtag Clicks: 0
Likes: 2
Link Clicks: 14
Replies: 6
Retweets: 0

Impressions: 1,363
Clicks: 67
Reactions: 22
Comments: 0
Reposts: 0

Organic Social Media



Impressions: 2,179
Clicks: 89
Comments: 19
Reactions: 15
Shares: 3

Impressions: 193
Comments: 13
Likes: 29
Saves: 0
Shares: 6

Impressions: 957
Hashtag Clicks: 0
Likes: 1
Link Clicks: 4
Replies: 0
Retweets: 1

Impressions: 949
Clicks: 75
Reactions: 14
Comments: 0
Reposts: 1



Tennessee

Build With Us

APPENDIX H. IN-PERSON PUBLIC MEETING COMMENTS

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

The Tennessee Department of Transportation (TDOT) is proposing constructing new, priced managed lanes, called "Choice Lanes," on Interstate 24 (I-24) Southeast between Nashville and Murfreesboro. The I-24 Southeast Choice Lanes project would allow motorists to maintain consistent travel speeds even when the adjacent existing lanes are congested, in exchange for a user fee.

By adding capacity to this heavily traveled roadway, operations are expected to improve in this major growth area. Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel times.

The project area comprises 26 miles of improvements including mainline improvements on I-24 from the system-to-system interchange of I-24 and I-40 near downtown Nashville to the system-to-system interchange of I-24 and I-840 near Murfreesboro. The project area also includes improvements on I-40 associated with the system-to-system interchange improvements at I-24 and I-40 and includes improvements on I-440 associated with the interchange improvements at the I-24 at I-440 system-to-system interchange.

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.

Do you support this project?
- ☑ For
- ☐ Against
- ☐ Conditional
- ☐ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☐ Yes X
- ☐ No

Why do you currently use the I-24 Southeast corridor?
- ☐ To travel to/from work
- ☐ To travel to/from home
- ☐ Recreation
- ☐ I don't travel this corridor
- ☐ Other: ~~Occasn~~ Rarely

How do you use the project corridor for travel?
- ☑ Personal Vehicle
- ☐ High Occupancy Vehicle (2 or 3 persons per trip)
- ☐ Carpool/Vanpool
- ☐ Transit
- ☐ Trucking for goods and services
- ☐ Motorcycle

How often do you travel on the project corridor?
- ☐ Daily
- ☐ Multiple times a week
- ☐ Once a week

2x month

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
Choice Lanes are new lanes added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times. Unlike toll roads, Choice Lanes give motorists the choice to use the existing, general purpose lanes free of charge. You may also know them as express lanes.

☑ Yes
❑ No

Have you used a Choice Lanes facility in another state?
❑ Yes
☑ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
☑ Yes
❑ No

Are the visual aesthetics of the project important to you?
❑ Yes - maybe
❑ No

Do you have any comments and/or concerns about the project?
Build 2 choice lanes @ airport

Your Name: John Arthur Meek Date: 8/28
Mailing Address: 1046 Granbery Park Drive
County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)
E-mail Address (optional): johnarthur@bellsouth.net (Check here if you would like to receive e-mail notices ✓)

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

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

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I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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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.

Do you support this project?
- ❑ For
- ❑ Against
- ☒ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ☒ To travel to/from home
- ☒ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ☒ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ☒ Daily
- ❑ Multiple times a week
- ❑ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?

Choice Lanes are new lanes added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times. Unlike toll roads, Choice Lanes give motorists the choice to use the existing, general purpose lanes free of charge. You may also know them as express lanes.

☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

☒ Yes
❑ No

Are the visual aesthetics of the project important to you?

❑ Yes
☒ No

Do you have any comments and/or concerns about the project?

I am very concerned about the duration of the construction. Also I think we should repair I-24 before jacking it up again

Your Name: Andrew Littlefield Date: 08/28/24

Mailing Address: Smyrna, TN

County of Residence: Rutherford

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

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

Would you like to receive future mailings about the project? YES____ NO X

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

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

☐ I do not travel on the project corridor
☐ Other:_____

Are you familiar with Choice Lanes?

Choice Lanes are new lanes added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times. Unlike toll roads, Choice Lanes give motorists the choice to use the existing, general purpose lanes free of charge. You may also know them as express lanes.

☐ Yes
☐ No

Have you used a Choice Lanes facility in another state?

☐ Yes
☐ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

☐ Yes
☐ No
Maybe

Are the visual aesthetics of the project important to you?

☐ Yes
☐ No

Do you have any comments and/or concerns about the project?

Not at the moment.

Your Name: Shank Reagon Date: _____

Mailing Address: 106 Cobblestone Pl Ft Goodlettsville, TN 37072

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

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

Would you like to receive future mailings about the project? YES___ NO X

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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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.

Do you support this project?
- ❑ For
- ❑ Against
- ☑ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☑ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ☑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☑ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ❑ Multiple times a week
- ❑ Once a week

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I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
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Do you support this project?
- ☑ For
- ☐ Against
- ☐ Conditional
- ☐ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☑ Yes
- ☐ No

Why do you currently use the I-24 Southeast corridor?
- ☑ To travel to/from work
- ☐ To travel to/from home
- ☐ Recreation
- ☐ I don't travel this corridor
- ☐ Other:_____

How do you use the project corridor for travel?
- ☑ Personal Vehicle
- ☐ High Occupancy Vehicle (2 or 3 persons per trip)
- ☐ Carpool/Vanpool
- ☐ Transit
- ☐ Trucking for goods and services
- ☑ Motorcycle

How often do you travel on the project corridor?
- ☑ Daily
- ☐ Multiple times a week
- ☐ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
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☑ Yes
❑ No

Have you used a Choice Lanes facility in another state?
❑ Yes
☑ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
☑ Yes
❑ No

Are the visual aesthetics of the project important to you?

☑ Yes

❑ No

Do you have any comments and/or concerns about the project?
I love this project; however Please communicate with NPUT about syncing stop lights on major roads. For instance; Murfreesboro Rd sync all the lights green for about 3-4 minutes to help with traffic flow and low cost.

Your Name: Kelvin Brann Date: 8/29/24

Mailing Address: 421 E. Thompson Lane Apt. 8; Nashville, TN 37211

County of Residence: Davidson

Phone Number (optional): 615-578-3114 (Check here if you would like to receive notices via text ✓)

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

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

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

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

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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.

Do you support this project?
- [x] For
- [ ] Against
- [ ] Conditional
- [ ] Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- [x] Yes
- [ ] No

Why do you currently use the I-24 Southeast corridor?
- [ ] To travel to/from work
- [ ] To travel to/from home
- [ ] Recreation
- [ ] I don't travel this corridor
- [x] Other: HOSPITALS / DR. APPOINTMENTS

How do you use the project corridor for travel?
- [x] Personal Vehicle
- [ ] High Occupancy Vehicle (2 or 3 persons per trip)
- [ ] Carpool/Vanpool
- [ ] Transit
- [ ] Trucking for goods and services
- [ ] Motorcycle

How often do you travel on the project corridor?
- [ ] Daily
- [ ] Multiple times a week
- [x] Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?

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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

☒ Yes
❑ No

If yes, which state? IL, GA, NJ.

Would you use Choice Lanes if they were available on I-24 Southeast?

☒ Yes
❑ No

Are the visual aesthetics of the project important to you?

☒ Yes
❑ No

Do you have any comments and/or concerns about the project?

How will construction be done? one section I-24? down to one from Murfreesboro Rd.?

How neighborhoods will be impacted?

Your Name: Elizabeth Dudas Date: 08/29/2024

Mailing Address: 5369 Sunnyvale Drive Antioch, TN 37013

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

E-mail Address (optional): liz dudas @ aol.com (Check here if you would like to receive e-mail notices ✓)

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

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ☒ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ☒ Other: BUSINESS

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ☒ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ❑ Multiple times a week
- ☒ Once a week

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RIDICULOUSLY INTENTIONALLY CONFUSING

- ☐ I do not travel on the project corridor
- ☐ Other: I AVOID IT AT ALL COSTS

Are you familiar with Choice Lanes?

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- ☒ Yes
- ☐ No

NO THERE IS ONLY ONE STATE WITH "CHOICE LANES" BRANDING BUT YES WITH ALL OTHER BRANDS

Have you used a Choice Lanes facility in another state?

- ☐ Yes
- ☐ No

If yes, which state? TX - CHECK WHERE I TRAVEL

Would you use Choice Lanes if they were available on I-24 Southeast?

- ☒ Yes
- ☐ No

Are the visual aesthetics of the project important to you?

- ☒ Yes
- ☐ No

Do you have any comments and/or concerns about the project?

FAILURE TO MANAGE TRAFFIC TODAY IN PROMOTION OF BY THE STATE
IMPROVED TRAFFIC MANAGEMENT — BECAUSE IT'S BAD CONGESTION
NOW AND WILL GET WORSE DURING PROJECT

Your Name: MARK CLEVELAND Date: 8/29/24

Mailing Address: 2109A Scott Ave NASHVILLE TN 37216

County of Residence: DAVIDSON

Phone Number (optional): 615-519-9294 (Check here if you would like to receive notices via text ☒)

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

Would you like to receive future mailings about the project? YES ☒ NO ___

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

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ☒ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ❑ Yes
- ❑ No better understand but not fully understand

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ❑ To travel to/from home
- ☒ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ❑ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
☒ Other: 1 x month

Are you familiar with Choice Lanes?

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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

❑ Yes
☒ No

Are the visual aesthetics of the project important to you?

☒ Yes
❑ No

Do you have any comments and/or concerns about the project?

_____

_____

_____

Your Name: Alice Ann Reid Date: 8/29/24

Mailing Address: 225 Pepper Ridge Circle Antioch, TN 37013

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

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

Would you like to receive future mailings about the project? YES___ NO X

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ☒ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ❑ Yes
- ☒ No Not completely

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ☒ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ☒ Daily
- ❑ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?
❑ Yes I've used express lanes in Ohio but they were operated by the state
☒ No
If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
❑ Yes It would depend on the cost
❑ No

Are the visual aesthetics of the project important to you?
☒ Yes
❑ No

Do you have any comments and/or concerns about the project?
I am highly concerned about how disruptive this project will be to the community of Antioch especially during construction. I am also concerned about long range benefits to state tax payers since private entities do not have to respond to us but to their shareholders.

Your Name: Jeanette Goggins Date: Aug. 29, 2024

Mailing Address: 808 Colo Place, Antioch

County of Residence: Davidson

Phone Number (optional): 615-941-4653 (Check here if you would like to receive notices via text ___)

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

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

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

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ☒ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ☒ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?
☒ Yes
❑ No

If yes, which state? GA

Would you use Choice Lanes if they were available on I-24 Southeast?
❑ Yes
☒ No

Are the visual aesthetics of the project important to you?
☒ Yes
❑ No

Do you have any comments and/or concerns about the project?
How will you clear lanes during wrecks in the choice lanes? Will the delineators be replaced frequently or will a more robust form of separation be installed? How will you account for the relocation of the I-24 SMART Corridor System?

Your Name: Kyle Peters Date: 08/21/24

Mailing Address: 1302 Bayberry Ct. Murfreesboro, TN 37130

County of Residence: Rutherford

Phone Number (optional): 615-828-4467 (Check here if you would like to receive notices via text ___)

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

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

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

Cont'd.
Will existing traffic be impacted/impeded during construction? Will permitting w/ USACE/TDEC/etc. cause construction delays where WOTS are impacted? For possible cost savings, has any thought been given to reversible lanes? (during peak hours)

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ☒ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ☒ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ☒ Daily
- ❑ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

❑ Yes
☒ No

Are the visual aesthetics of the project important to you?

❑ Yes

☒ No

Do you have any comments and/or concerns about the project?

I am sure I will think of something as time goes on
But My questions were Answer for the most part By Everyone
I Talked To. Thank You

Your Name: William Ford Date: 8/21/24

Mailing Address: 3053 Stewart Creek Rd MWR Freesboro TN 37129

County of Residence: Rutherford

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

E-mail Address (optional): wsford@yahoo.com (Check here if you would like to receive e-mail notices X)

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.

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ☒ Multiple times a week
- ❑ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?

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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

☒ Yes
❑ No

Are the visual aesthetics of the project important to you?

❑ Yes
☒ No

Do you have any comments and/or concerns about the project?

TRAFFIC ACCIDENTS IN CHOICE LANES, COST-DRIVEN SHORTCUTS, FOREIGN INVESTMENT

Your Name: CODY MITCHELL Date: 8/21/24

Mailing Address: 511 WILLIAMSPORT DR SMYRNA, TN

County of Residence: RUTHERFORD

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

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

Would you like to receive future mailings about the project? YES___ NO_X_

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ■ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ■ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ❑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other: Dr. appt.

How do you use the project corridor for travel?
- ■ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ❑ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
❑ Other: occasionally

Are you familiar with Choice Lanes?
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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?
❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
❑ Yes
☒ No

Are the visual aesthetics of the project important to you?

❑ Yes

☒ No

Do you have any comments and/or concerns about the project?

_____

_____

_____

Your Name: Roy Barger Date: 8-21-24

Mailing Address: 121 Eastland Dr Smyrna, TN 37167

County of Residence: Rutherford

Phone Number (optional): 615-406-2609 (Check here if you would like to receive notices via text ✓)

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

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

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

The Tennessee Department of Transportation (TDOT) is proposing constructing new, priced managed lanes, called "Choice Lanes," on Interstate 24 (I-24) Southeast between Nashville and Murfreesboro. The I-24 Southeast Choice Lanes project would allow motorists to maintain consistent travel speeds even when the adjacent existing lanes are congested, in exchange for a user fee.

By adding capacity to this heavily traveled roadway, operations are expected to improve in this major growth area. Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel times.

The project area comprises 26 miles of improvements including mainline improvements on I-24 from the system-to-system interchange of I-24 and I-40 near downtown Nashville to the system-to-system interchange of I-24 and I-840 near Murfreesboro. The project area also includes improvements on I-40 associated with the system-to-system interchange improvements at I-24 and I-40 and includes improvements on I-440 associated with the interchange improvements at the I-24 at I-440 system-to-system interchange.

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.

Do you support this project?
- ❑ For
- ☒ Against
- ❑ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ❑ To travel to/from home
- ☒ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ☒ Daily
- ❑ Multiple times a week
- ❑ Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with ~~Choice~~ Toll Lanes?

Choice Lanes are new lanes added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times. Unlike toll roads, Choice Lanes give motorists the choice to use the existing, general purpose lanes free of charge. You may also know them as express lanes.

☑ Yes
❑ No

Have you used a Choice Lanes facility in another state?

☑ Yes
❑ No

If yes, which state? FL

Would you use Choice Lanes if they were available on I-24 Southeast?

❑ Yes
❑ No

Are the visual aesthetics of the project important to you?

☑ Yes
❑ No

Do you have any comments and/or concerns about the project? We can't pave our way out of this problem.
- Commuter rail is the answer - not toll lanes. No data supports this "solution."
- Money Funnel for Gov. Lee's private pals to profit again.
- 30-50 year leases make zero sense. Benefits select few, not average working family.

Your Name: John Ray Clemmons Date: 8/28/24

Mailing Address: 2501 Oakland Ave.

County of Residence: Davidson

Phone Number (optional): 6157414410 (Check here if you would like to receive notices via text ___)

E-mail Address (optional): rep.john.ray.clemmons@capitol.tn.gov (Check here if you would like to receive e-mail notices ___)

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

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

This is the dumbest idea of Bill Lee's tenure and that's a high bar.

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Do you support this project?
- ☐ For
- ☒ Against
- ☐ Conditional
- ☐ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ☐ No

Why do you currently use the I-24 Southeast corridor?
- ☒ To travel to/from work
- ☒ To travel to/from home
- ☒ Recreation
- ☐ I don't travel this corridor
- ☐ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ☐ High Occupancy Vehicle (2 or 3 persons per trip)
- ☐ Carpool/Vanpool
- ☐ Transit
- ☐ Trucking for goods and services
- ☐ Motorcycle

How often do you travel on the project corridor?
- ☐ Daily
- ☒ Multiple times a week
- ☐ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?
❑ Yes
☒ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
❑ Yes
☒ No

Are the visual aesthetics of the project important to you?
❑ Yes
☒ No

Do you have any comments and/or concerns about the project?
I don't just anything put forward by the GOP. The GOP ~~Do not~~ will make money off this somewhere somehow.

Your Name: Kiersten Collier Date: 8/29/24

Mailing Address: 3001 Hamilton Church Rd. Unit 514, Antioch 37013

County of Residence: Davidson

Phone Number (optional): N/A (Check here if you would like to receive notices via text ___)

E-mail Address (optional): N/A (Check here if you would like to receive e-mail notices ___)

Would you like to receive future mailings about the project? YES___ NO X

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

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

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson and Rutherford Counties, Tennessee
PIN #: R31024S1002

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Do you support this project?
- ❑ For
- ❑ Against
- ☑ Conditional
- ❑ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☑ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ☑ To travel to/from home
- ❑ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☑ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ☑ Multiple times a week
- ❑ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?
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❑ Yes
☑ No

Have you used a Choice Lanes facility in another state?
❑ Yes
☑ No

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?
❑ Yes
☑ No

Are the visual aesthetics of the project important to you?
☑ Yes
❑ No

Do you have any comments and/or concerns about the project?
I am concerned that residents may lose their property and/or traffic noise could negatively affect quality of life.

Your Name: Faye Pulse Date: 8/29/2024

Mailing Address: 4716 Reischa Drive; Nashville 37211

County of Residence: Davidson

Phone Number (optional): 615-832-9165 (Check here if you would like to receive notices via text ___)

E-mail Address (optional): fadepulse@aol.com (Check here if you would like to receive e-mail notices ✓)

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

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

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Do you support this project?
- [x] For
- [ ] Against
- [ ] Conditional
- [ ] Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- [x] Yes
- [ ] No

Why do you currently use the I-24 Southeast corridor?
- [ ] To travel to/from work
- [x] To travel to/from home
- [ ] Recreation
- [ ] I don't travel this corridor
- [x] Other: doctors + hospitals

How do you use the project corridor for travel?
- [x] Personal Vehicle
- [x] High Occupancy Vehicle (2 or 3 persons per trip) Bus
- [ ] Carpool/Vanpool
- [ ] Transit
- [ ] Trucking for goods and services
- [ ] Motorcycle

How often do you travel on the project corridor?
- [ ] Daily
- [x] Multiple times a week
- [ ] Once a week

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❑ I do not travel on the project corridor
❑ Other:_____

Are you familiar with Choice Lanes?

Choice Lanes are new lanes added to congested urban highways that allow motorists an option of paying a voluntary user fee in exchange for faster, more reliable travel speeds and trip times. Unlike toll roads, Choice Lanes give motorists the choice to use the existing, general purpose lanes free of charge. You may also know them as express lanes.

☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

❑ Yes
☒ No because of cost of EZ Pass

If yes, which state? _____

Would you use Choice Lanes if they were available on I-24 Southeast?

☒ Yes
❑ No

Are the visual aesthetics of the project important to you?

☒ Yes
❑ No

Do you have any comments and/or concerns about the project?

I think the north part of alternative 2 may work better where neighborhoods are already close to 440/24 such as Woodbine/Glencliff. I like many parts of #1 especially Brilley Pk and Bell Rd.

Your Name: Lorraine Vancamp Date: 8/29/24

Mailing Address: 255 Sunrise Ave Nashville, TN 37211

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

E-mail Address (optional): ghm.lvancamp@gmail.com (Check here if you would like to receive e-mail notices ✓)

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

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

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Do you support this project?
- [x] For
- [ ] Against
- [ ] Conditional
- [ ] Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- [x] Yes
- [ ] No

Why do you currently use the I-24 Southeast corridor?
- [ ] To travel to/from work
- [ ] To travel to/from home
- [ ] Recreation
- [ ] I don't travel this corridor
- [ ] Other: Retired - off-traffic

How do you use the project corridor for travel?
- [x] Personal Vehicle
- [ ] High Occupancy Vehicle (2 or 3 persons per trip)
- [ ] Carpool/Vanpool
- [ ] Transit
- [ ] Trucking for goods and services
- [ ] Motorcycle

How often do you travel on the project corridor?
- [ ] Daily
- [x] Multiple times a week
- [ ] Once a week

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- ❑ I do not travel on the project corridor
- ❑ Other:_____

Are you familiar with Choice Lanes?

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- ☒ Yes
- ❑ No

Have you used a Choice Lanes facility in another state?

- ☒ Yes
- ❑ No

If yes, which state? TX - Houston

Would you use Choice Lanes if they were available on I-24 Southeast?

- ☒ Yes
- ❑ No

Are the visual aesthetics of the project important to you?

- ☒ Yes
- ❑ No

Do you have any comments and/or concerns about the project?

I have concerns about price and regulation! Clearly, we've arrived late to the process, but something needs to be done with midstate traffic!

Your Name: Jeff Daniel Date: 8/29

Mailing Address: 300 Fieldcrest DR Nashville 37211

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

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

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.

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

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Do you support this project?
- ❑ For
- ❑ Against
- ❑ Conditional
- ☒ Uncommitted

Do you understand the project after attending the meeting and/or reviewing the materials?
- ☒ Yes
- ❑ No

Why do you currently use the I-24 Southeast corridor?
- ❑ To travel to/from work
- ❑ To travel to/from home
- ☒ Recreation
- ❑ I don't travel this corridor
- ❑ Other:_____

How do you use the project corridor for travel?
- ☒ Personal Vehicle
- ❑ High Occupancy Vehicle (2 or 3 persons per trip)
- ❑ Carpool/Vanpool
- ❑ Transit
- ❑ Trucking for goods and services
- ❑ Motorcycle

How often do you travel on the project corridor?
- ❑ Daily
- ☒ Multiple times a week
- ❑ Once a week

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

❑ I do not travel on the project corridor
❑ Other:_____

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☒ Yes
❑ No

Have you used a Choice Lanes facility in another state?

☒ Yes
❑ No

If yes, which state? Virginia

Would you use Choice Lanes if they were available on I-24 Southeast?

❑ Yes
☒ No

Are the visual aesthetics of the project important to you?

☒ Yes

❑ No

Do you have any comments and/or concerns about the project?

Before doing choice lanes I would add auxilary Lanes between all interchanges from I-840 to I-40. I would repave all the deteriorating ~~payment~~ road surface, especially between I-40 & Waldron Road. Would also start rail service between Murfreesboro & Nashville.

Your Name: Brian Dill Date: 8/29/2024

Mailing Address: 3269 Clapham Rd, Antioch, TN 37013

County of Residence: Davidson

Phone Number (optional): _____ (Check here if you would like to receive notices via text ___)

E-mail Address (optional): Brian.dill@comcast.net (Check here if you would like to receive e-mail notices X)

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.

APPENDIX I. COMMENT/RESPONSE MATRIX

I-24 Southeast Choice Lanes Project

Public Comment/Response Matrix

A public comment period was open from August 14, 2024, through September 19, 2024, to receive feedback on the I-24 Southeast Choice Lanes project. The Project Team hosted four public meetings, including one virtual meeting and three in-person meetings. In-person meetings took place on August 21, 2024, in Smyrna, Tennessee, August 28, 2024, in Nashville, Tennessee, and August 29, 2024, in Antioch, Tennessee. Comments received at these meetings and throughout the public comment period were managed using the Public Involvement Management Application (PIMA). Of the 522 comments received, 415 were submitted through the PIMA platform either through the website or via iPads provided at the public meetings. Twenty comments were hard copy/written comments received at the public meetings that Project Team members entered into the PIMA platform and 24 comments were sent to the Project email address or hotline. Fifty-five were submitted during the virtual public meeting. Eight were received through a Court Reporter service at two of the public meetings. The 522 comments below have been evaluated and responded to and will be included in the Environmental Assessment.

Summary of PIMA Comments for Public Meeting Series – August 2024

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
1	8/14/2024	Anonymous	Uncommitted	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	My concern is the construction and closing of lanes while this is being built. It's already a nightmare on this corridor and this project will impact an already horrible situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT's policy is to plan, design, construct, maintain and operate safe and efficient work zones. This is an essential part of highway construction, utility work, maintenance and right-of-way use permits. In this effort, TDOT has adopted a Work Zone Safety and Mobility Program (WZSM). This program requires consideration and management of work zone impacts from inception, through all phases of design, and construction. The WZSM program will also require additional transportation operations strategies to be employed during construction to mitigate impacts of the work zone on traffic operations. A few

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												examples of these operations strategies that could be used are: • Construction Phasing/Staging: Staging typically refers to how the contractor positions equipment and material within the work zone. Phasing refers to the sequence in which major portions of a project are constructed. • Off-Peak Work Hours: TDOT policy requires that the contractor maintain the same number of existing travel lanes throughout all phases of construction. Any lane closures required would have to occur during off-peak hours. • Police Cooperation: A cooperative agreement between police and an agency to provide enforcement support for a work zone. • Work Zone ITS: Use of technology to monitor traffic flow, crashes, errant vehicles, and driver behavior. Help Truck Services: The use of Help Trucks to improve

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												clearance time of disabled vehicles.
2	8/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No			
3	8/14/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	This is not a solution. We need light rail between Murfreesboro and Nashville.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The Southeast Corridor High-Performance Transit Alternative Study prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high-speed rail. Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX. These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study. While rail projects require significant upfront capital costs that are not currently available within the Department's

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												funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.
4	8/14/2024	Stephanie Goldberg	Against	Yes	other	Once a week	Yes	No	No	Yes	I am concerned that this project is a windfall for the private developer and not as beneficial to Davidson and Rutherford Counties. I also wonder - given the current economy - will enough cars elect to use these toll lanes just to drive back/forth to work every day? I'm not talking about projections for anticipated users. We can cheerlead anything. If the cost goes up at peak usage, how many people can afford this on a regular basis? And last, how will law enforcement effectively handle speeders or road rage incidents in these toll lanes? Thank you.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Traffic and revenue studies conducted on the I-24 Southeast corridor suggest a sustainable demand for Choice Lanes on this corridor both now and into the future. Demand would be managed dynamically (in real-time) by pricing in the Choice Lanes. When traffic builds in the Choice Lanes, the user fee would increase. When demand is lower, the user fee would go down as well. Since the demand is based on real-time traffic and not prescribed peak hours, the price would adjust accordingly to maintain the desired demand. TDOT's public-private partnership would also include requirements for the private sector partner to maintain reliable travel speeds. The private sector partner's goal would be to maximize the use

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												of the Choice Lanes while still maintaining the required minimum speeds. TDOT plans to educate first responders on how to use the Choice Lanes and manage potential future incidents. Coordination with first responders would allow incident response to be supported just as it is in the existing general purpose lanes. Emergency vehicles, such as police cars and ambulances, would be able to use the Choice Lanes for free. TDOT plans to place an automated incident detection system at incident hot spots. HELP Trucks would patrol the corridor to assist motorists. Incident response processes and procedures would be developed in coordination with local first responders.
5	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	No	Why not just add lanes for all people to use rather than adding to the cost of daily living for TN residents. We shouldn't be selling our interstate interests to large corporations for their profit.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. New traditional highway lanes in congested, urban areas would only continue to fill up with vehicles. Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By

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												implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing reliability of travel times that may increase ridership and offer reliable alternative travel choices in the region. By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefiting more Tennesseans than would otherwise.
6	8/14/2024	Bryan Smith	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	This is a way for our local politicians to continue letting our roads fall disrepair. Don't want to hit potholes? Get in the "you have no choice lane." the haves and have nots lane. The second this gets implemented, our local leaders will have less than zero interest in maintaining or improving the non-choice lanes. This is bad bad bad!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. While Choice Lanes will be operated and maintained by the private sector partner, TDOT will continue to maintain the existing general-purpose lanes on the I-24 Southeast corridor through its annual pavement program. TDOT

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												encourages motorists to report potholes requiring urgent attention by calling 1-833-TDOT-FIX (836-8349).
7	8/14/2024	Juliette Vincent	Against	Yes	Recreation	Once a week	Yes	No	No	No	This is a terrible way to spend money. Instead of investing in mass transit to relieve congestion you're giving a private company the ability for surge pricing to use these lanes, with zero maximum! and instead making it still more expensive to continue to try to live and work in the area. I am firmly against this, particularly the variable pricing and it being managed and paid to a private company. Nope	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
8	8/14/2024	Ashanna McCray	For	Yes	Travel to/from work	Multiple times a day	Yes	Yes	Yes	Yes	Call it "NASH PASS" -	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
9	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	Seen and used in other states. They only take lanes away from others unless you are willing to pay. In the end, either the state or a private entity will get their money and both the choice lanes and free lanes will have the same amount of congestion.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
10	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	Yes	yet again Tennessee government passes the buck down to the poor people by wasting taxpayer funds on private industry ventures instead of investing it in a public infrastructure that benefits all Tennesseans. this will only benefit those who can afford such a luxury, and screw the rest of us i guess. which is no surprise - our republican state government has shown time and time again that it is downright hostile to the less fortunate of	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see response to comment 5.

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											this state. i really hope all of you responsible for this classist bullshit project feel it on election day, for all of our sakes. we need real solutions to a real problem, not your buddies to get rich.	
11	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	This project only benefits the wealthier constituents and fails to address infrastructure issues that could be resolved by public transit available to all financial classes	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Choice Lanes will offer a more reliable travel time along the I-24 Southeast corridor, enhancing the quality of life of motorists using the Choice Lanes and those in general purpose lanes alike by helping everyone to spend less time in traffic. Choice Lanes also offer an enhanced transit option as buses can use them for free, making transit travel more reliable for riders without any added cost. Less vehicle idling would improve air quality, and improved connectivity would positively impact the regional economy, extending the benefits of making transportation more efficient and reliable beyond those who directly choose to use the new Choice Lanes.
12	8/14/2024	Anonymous	Against		Recreation, other			No	No	Yes		

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13	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	Yes	This costly project perpetuates Nashville's reliance on residents owning cars, rather than implementing/improving infrastructure and transit that effectively makes us less car-dependent.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Transit buses will use the transit buses for free, creating an incentive for them to use the lanes for a faster, more reliable trip. Choice lanes encourage transit ridership due to increased reliability and the customer's ability to do something else instead of driving such as reading, doing a crossword puzzle or checking emails.
14	8/14/2024	Jacob Beu	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	I have concerns about the private entity not being a company based in Tennessee or one who might outsource customer service to another state or country. A for-profit company will need to extract money from TN residents to pay for the road as well as payroll and still make a profit, is that money leaving our economy? An automated toll system implies the use of license plate readers to bill users of the road without transponders. Many stories of other motorists getting billed for someone else because the reader misread the license plate exist, and now I may have to take time out of my day to fight this private entity to remove an invalid charge against me who would have no incentive to do so. It may get to a point where it saves me time and money to just pay someone else's toll rather than fight with remote customer service or deal with small claim's court.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. Additionally, leveraging a P3 for this Project allows TDOT to

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											Will the private entity and DMV work together to suspend licenses of motorists who don't pay? What type of fee structures exist?	reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund. Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under consideration.
15	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, other	Daily	Yes	No	No	Yes	1. Do not give our interstate to private companies. 2. You want to reduce traffic you should encourage remote work or busses and trains. This would create induced demand. I will not vote for people that support this	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. While the new Choice Lanes will be designed, built, financed, operated and maintained by a private sector partner, TDOT will continue to maintain ownership of the interstate and land. Also, while rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will

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												continue to partner with WeGo on future transit opportunities. Please also see the response to comment 5.
16	8/14/2024	Matthew Hemsen White	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	Yes	Stop squandering tax dollars on more highways! Adding more lanes will not fix traffic. Need to start investing in trains.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. While rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.
17	8/14/2024	Nathan Holman	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	Yes	No		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
18	8/14/2024	Jerry Balthrop	Uncommitted	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Right away access (eminent domain?), Bell Road intersection with the railroad track bridges, impact of traffic on the corridor during construction. Why not improve Muffresboro Road to help when 24 is backed up and Murfreesboro Road is the best alternate?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. While work continues on the State Route 1 (Murfreesboro Pike) SMART Corridor project, TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along

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												approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. The purpose of the I-24 Southeast Choice Lanes Project is to improve travel time reliability and regional connectivity issues along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. The proposed project would address unreliable trip time for commuters, including those commuting via passenger vehicles or transit, regional connectivity issues and multimodal mobility. Learn more about the SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html.
19	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	This is a ridiculous proposal.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
20	8/14/2024	Cynthia Williams	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	Can't wait!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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21	8/14/2024	Barbara Maloney	Conditional	Yes	Travel to/from home, Recreation	other	Yes	Yes	Yes	Yes	How will you guarantee better travel time in Choice Lanes? Will commercial vehicles (like 18 wheelers) be allowed on the Choice Lanes? How will emergencies be handled on Choice Lanes? Who will regulate the Choice Lanes, will it be monitored by State HW Patrol? How will building MORE lanes reduce emissions? How much of my taxpayer dollar will be used on a FOR PROFIT travel route?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Policies regarding vehicle classes allowed in the Choice Lanes will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under development. As the Choice Lanes provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor, motorists could spend much less time idling in traffic, which could improve air quality. As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a study on potential impacts, positive or negative, the proposed Project could have on air quality. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025. Please also see the responses to comments 4, 5 and 14 regarding funding.

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22	8/14/2024	Sherri Paterson	Conditional	Yes	Recreation	Daily	Yes	Yes	Yes	Yes	My neighborhood, near Almaville Rd exit is behind I24. We are a little less than a mile. We do have woods behind us but it doesn't dampen the sound enough. We really need sound barriers!! I lived in Gwinnett County GA and our neighborhood there would definitely have a sound barrier. It has been difficult sleeping in our new home. Please include sound barriers in our county! We in Rutherford and have none and this growth justifies getting them by affected neighborhoods. Please contact me if you want names of specific neighborhoods.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is conducting a noise assessment as part of the Environmental Assessment. The study will determine what noise abatement measures could and should be provided. The public will have the opportunity to review and give feedback on this assessment during the Public Hearing in 2025.
23	8/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	Its not gonna work. To much time to make project happen. Maybe have the stationed thru out corridor to ticket speeding drivers. People that fly down thru there. From briley parkway to haywood is wreck central. So is sam ridley to exit 70. Fix the pot holes. Finish 840, let truckers use that. Fix the downtown 24 loop. It bottle necks. That will help thru out the rest of 24. Lots of ideas to help 24 as is now	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The proposed I-24 Southeast Choice Lanes project addresses travel time reliability and regional connectivity issues along approximately 26 miles of I-24 by providing passenger vehicles and transit riders with an effective transportation alternative. Choice Lanes would provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel times in exchange for a user fee.

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24	8/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	Yes	I believe that making this a private/public project that public funds would still be used, despite only those paying fees be allowed to use those certain lanes. Also, the private company awarded the contract would be inheriting the benefits of the existing infrastructure, such as utilities already in place, which was funded by taxpayers. I also believe that if this were to pass, there would be little to no immediacy on the state's part to continue to improve the "public" portion of the roads im those areas. Over the years I have witnessed our infrastructure degrade, while other states have improved theirs. Years ago, when you went into the states of Georgia and Kentucky, you would instantly know, as their roads were in poor condition. Now it is the opposite and upon entering those states via interstate, the roads improve. I believe that all lanes should remain public use and either a modest tax hike or better usage of our multibillion dollar rainy day fund be used to aid in this	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. By leveraging a P3, the private sector bears the investment costs needed to deliver and maintain a facility of this magnitude and state funds are freed up to be allocated to other needed projects across Tennessee. TDOT is proposing adding two new Choice Lanes along the corridor in each direction and keeping all existing general purpose lanes. No existing lanes would be removed. User fees would only be charged in the two new Choice Lanes.

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25	8/14/2024	Robin Tune	For	Yes	Travel to/from home, Recreation	other	Yes	Yes	Yes	Yes	Would like access from proposed Cherry Lane project near Mboro	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the Project limits and proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.
26	8/14/2024	Gib Jefferies	Conditional	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes	I live near Thompson lane in Nashville. This road is already gridlocked by peak traffic. I hope that more people will choose public transit and micro-transit. A lot of the aspects of this project make sense to me: using private payment, allowing choice, giving priority to public transit. I'm less sure about the idea of widening the interstate at all.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 13.
27	8/14/2024	Majeed Peffley	Against	Yes	Recreation	Once a week	Yes	Yes	No	Yes	This is moving the state in the wrong direction. We need easy, safe, and accessible light rail or bus routes	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
28	8/14/2024	Sarah Cho	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	Yes	This is a terrible idea meant to generate profit rather than provide commuters with a safe, efficient way to travel. We deserve safe, cheap public transportation options and an investment in	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											infrastructure (i.e., fix our crumbling bridges), not this garbage! Stay out of TN!!	Please see response to comment 5 and 11.
29	8/14/2024	Anonymous	Uncommitted	No	Travel to/from work	Multiple times a day	Yes	No	No	No		
30	8/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	We need a train system like other cities.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3.
31	8/14/2024	Kristin Branam	Against	Yes	other	other	Yes	Yes	No	Yes	I do not support choice lanes. I would rather pay higher taxes for equal access to public roads than have variable-rate lanes available for those who can afford to pay. These public/private partnerships are another form of discrimination. Please just raise taxes and expand I-24 with no fee for use. I-24 also needs to be expanded the entire length of the state, not just between Nashville and Murfreesboro.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The state has a long history of not raising taxes or taking on debt for their projects. By leveraging a public-private partnership, TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements in other parts of the state. Additionally, please see responses to comments 5 and 11.
32	8/15/2024	Brandon Spivey	Conditional	Yes	Travel to/from home	other	Yes	No	No	Yes	It is clear that there is a problem on I-24 there. My concern is that the government is fronting the money and will get no return from the tolls. It seems like the money should be treated as a loan and paid back to the state to go to other projects.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. By leveraging a public-private partnership (P3), TDOT would

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											I am also concerned that the addition of choice lane only on and off ramps will adversely affect traffic on the crossroads. I often use 24 but I more often cross it and even the addition of another stoplight will likely delay the crossing. I hope these connections will be very well planned out to not disrupt flow. Maybe employing thing like the diverging diamond, flyovers, or cloverleaf interchanges to reduce stoplights. Ultimately it doesn't matter how good the highway is if you can't get on or off of it. Also I hope that as part of this the CSX train bridge on Bell Road could be addressed to open up that road for better access while the highway bridge is hopefully replaced with a better bridge for Bell Road traffic. Thank you!	be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. The user fees motorists would pay when they choose to use Choice Lanes would be paid back to the private sector partner for their investment in designing, building, financing, operating and maintaining the Choice Lanes. Most of the Choice Lanes access points are located adjacent to existing interchange access points. Because of this, we do not expect significant travel pattern changes within local roadway network when Choice Lanes are opened. Additionally, please see response to comment 25.
33	8/15/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	Yes	Its a private toll lane, call it what it is. If you have the money to jump to the front of the line, heres the TDOT solution. In the meantime, you inconvenience everyone else with a 30 year construction project that is only benefits those with the money to use it — a class of people the majority of which don't live on the i24 corridor, they live on the i65 corridor. Please put in light rail, please get us a rail corridor from Knoxville to nashville to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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											Memphis, from Atlanta to Chattanooga to Nashville to Clarksville to Chicago. People dislike buses and love trains—why do you not have the ability to see this? Please don't help pad the pockets of private corporations who take public funds to build "public" infrastructure in order to monetize and privatize it. At best it's corrupt.	
34	8/15/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	No	Yes	These "choice lanes" are poorly disguised toll roads. If the state can afford to build these lanes, it can afford to make them free. This is a huge boondoggle proposed only for the purpose of putting $ into the pockets of wealthy white men. If the legislature was truly interested in efficient transportation, it would invest in high speed trains. Alas, the legislature is too busy trying to silence its people of color and gives not a blink of an eye for the best interests of the citizens of TN. Expand Medicare. Fund DCS fully. Drop the grocery tax. Invest in affordable housing. Kill vouchers (a coupon for rich families) and fully fund all public schools. Pass common sense gun laws.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
35	8/15/2024	Elizabeth Bosse	Against	Yes	Recreation	other	Yes	No	No	Yes	This is choice only for those that can afford it. Shame on you!!!!!! Where is true public transit. We have on many occasions vacationed outside of a major city and used public transportation to go into the city and to navigate the city. We SELDOM travel into Nashville for anything because of traffic. I have lived here since 1989 and used to commute into Nashville and to Brentwood. We used to go into the city every weekend. Choice lanes does not solve the traffic problem once you are in	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes

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											the city. Only trams and trains can do that. We need less cars not more elitist choices.	for free has increased ridership in other states.
36	8/15/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	Mass transit choices are a better solution. Multiple bus routes would eliminate x amount of cars on the road. Passenger rail service (using existing infrastructure) from Nashville to Murfreesboro another solution. The project needs to reduce number of cars on the road, not make drivers pay more. Inflation and high cost of living already burden drivers.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states.
37	8/15/2024	Anonymous	For	Yes	Recreation	other	Yes	No	Yes	Yes		
38	8/15/2024	Seth Harrison	Against	Yes	Recreation, other	Once a week	Yes	No	No	Yes	The solution to traffic isn't more lanes, it is transit. We should be trying to create a regional rail lines that connect all the growing cities within Middle TN. We can still have a public private partnership, but with a focus on rail rather than individual cars and the few who take buses. This is moving TN in the opposite direction it needs to go. This is a chance to invest in a new system that improves the lives of everyone in Middle TN. If i had the option to take a train anywhere, I would do it, but that option is not available to me. I don't want $250 million dollars going towards more lanes, I want that money to be used for mass transit not individual vehicles that create more noise, pollution, and take up more space.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Additionally, please see the response to comment 3.

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39	8/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No		
40	8/15/2024	Elizabeth McCaslin	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	Please address the interchanges in downtown before finalizing this project. Make sure the I-24 merge onto I-40 remains at least two lanes. Please do not let it be like the disfunction of I-65 heading north from the south side that merges into 1 through lane. We need more infrastructures in the downtown loop to accommodate the additional lanes!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is proposing two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. Within the Nashville region, TDOT is currently conducting its Downtown Nashville Interstate Corridors Planning and Environmental Linkages (PEL) Study, which includes 20 miles of interstate segments, including I-65, I-24 and I-40. The purpose of the PEL Study is to address travel time reliability and regional connectivity issues on the Downtown Nashville interstate network. You can find more information about this PEL Study at

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												https://www.tn.gov/tdot/government/g/planning-studies/downtown-nashville-interstate-corridors-planning-and-environmental-linkages--pel--study-website-.html. Additionally, TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html.
41	8/15/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No		
42	8/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	Against.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
43	8/15/2024	Anonymous	Conditional		Travel to/from work	Daily	No			No	It remains surprising that we are taxed on roads already. Travelers on this road to work are likely those who do not have a choice but to drive in for a living wage instead of working in their residence county. There are not reasonable mass transit options. I expect many will choose to 840 over to 65 depending on cost. I am very concerned that there is not a max charge. And the expected ROI on time reduction with these lanes. More info needed.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative. During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and

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												evaluating whether they meet the Purpose and Need of the Project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment. This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025. Please also see the response to comment 11.
44	8/15/2024	Amanda Eyler	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	This DOES NOT WORK! All it will do is create more traffic! Even *after* it's complete. The price to use the roads is not good enough to encourage to PAY to use the lanes. If you want to help with congestion, create an extra lane / exit only lanes and PAVE I24. I lived in Atlanta and go to Atlanta often. NO LNE uses the pay till lanes. We will sit on traffic instead. Those lands could have helped the flow of traffic but instead created years of congestion from construction and the lanes go unused. Please STOP TURNING IS JNTO ATLANTA. Their infrastructure is falling apart and we do not need to follow in their footsteps.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 11.

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45	8/15/2024	Nicole Hargrove	Against	Yes	Recreation	other		No	No	No	Instead of choice lanes, please just widen our interstates, especially the section of I65 between 840 and Saturn Parkway.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
46	8/15/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No	Don't make Tennesseans pay to play. Just do what is right and widen the roads, or find another way. The area is growing fast, and I get there needs to be some infrastructure changes.. but maybe get the money from the crazy drivers no one ever pulls over :)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
47	8/15/2024	Mollye McDaniel	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No		
48	8/16/2024	Shelly Christianson	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	Great plan to improve transportation flow	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
49	8/16/2024	Kayla Greenwood	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	No private institution should be paying or managing something that is supposed to be part of the public roadways. The thing that I-24 needs is an additional lane of travel, signs to remind and enforce the "slow poke law" so slower traffic will keep right, as well as if that land was used, to be used as a railway or mass transit only with an emergency vehicle only or emergency pull over for when accidents happen as there are places where the shoulders are barely adequate. The	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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											problem with the MTA 84 is that it's longer with less reliable options of time and travel, where a bullet train or railway system could cut travel time down again. I used to be able to drive from Murfreesboro to bell road in less than 30 minutes, and now it takes an hour on a good day. The choice lanes also wouldn't address the safety issues of the almaville road exit which need to be dealt with.	
50	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	I work in downtown Nashville and reside in Southeast Davidson County. The most direct route for my daily commute is I-24. My neighborhood, Carothers Farms, can be accessed off I-24 either from the Old Hickory Blvd exit or Waldron Rd exit. Our neighborhood is often a cut through for commuters trying to avoid entering I-24 at Waldron Rd. and instead entering at OHB. After reviewing the proposed design documents and access points for the choice lanes, I am very concerned about how the designated access points will impact traffic flow on the sideroads in my area. As I understand Access Point Plan Alternative 1, the Waldron Rd. exit would become an entry/exit for the exclusive use of choice lane drivers; those opting to not use the choice lanes would have to enter I-24 further up the interstate, perhaps at OHB. This will significantly disrupt traffic flow on sideroads in this area, especially Burkitt Rd, which feeds into Nolensville Rd (where a TDOT is currently working to widen the road).	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes, which would be designed, built, financed, operated and maintained by a private sector partner. There will never be a user fee assessed on the existing general purpose lanes. The Choice Lanes provide an alternative travel choice for roadway users without diminishing the roadway capacity currently available for all users. Most of the Choice Lanes access points are located adjacent to existing

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												interchange access points. Because of this, we do not expect significant travel pattern changes within the local roadway network when Choice Lanes are opened.
51	8/16/2024	Thomas Burns	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	Please do not proceed with choice lanes in Nashville. I believe this creates an unnecessary and cruel class divide where the affluent can bypass the less fortunate, who are now forced into worse congestion due to the addition of the choice lanes. This is no more evident than in the Washington DC / Maryland area. Greater study and concern should be placed in the troubled areas. Exit intersections there are the main problem. The Bell Road / I-24 intersection is a prime example. Instead of having a short left-turn signal onto I-24 West, there should be a cloverleaf on-ramp. And if the traffic lights before and after I-24 on Bell Road were better synchronized, traffic would flow through the underpass much easier. Again, please do not make life worse for those less fortunate by having them face the reality of one more luxury that they are excluded from. Thank you for your attention.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
52	8/16/2024	Dan Burns	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	Um, these are "toll roads." If anyone in their right mind thinks this will solve our traffic problems, allow me to direct you to Chicago, New Jersey and Northern Virginia, where decades of highway construction only served to enrich out of state multi-global construction corporations, and after the highways were paid for, the tolls continued to be charged into the future indefinitely. This is a	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.

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											terrible idea. And its misleading name is intentionally dishonest. Working families and commuters in Tennessee don't have a choice in this matter. If they did, it couldn't move forward until it was put in front of a referendum or ballot initiative - My kids are going to be paying for this until they retire and they're still in middle school. Creating some kind of exclusive ability for drivers that can afford this to whiz past the actual blue collar people that make this city work is an astounding and irresponsible abuse of public service.	
53	8/16/2024	Antonia Rohlfing	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	Yes	Yes		
54	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	TDOT funds should be spent looking at commuter rail through the middle of our interstate corridors ala Chicago's Dan Ryan (90/94). Even the most basic rail option utilizing existing interstate corridors would have a profound effect on congestion, commuter choices, and overall travel times for middle Tennessee residents and visitors. Please consider alternative options as I do not believe that choice lanes will remotely solve our congestion problem around middle Tennessee Signed, a resident that travels all around middle Tennessee every single day.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Pease see the responses to comments 3 and 43.

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55	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	This is a terrible idea without public transit to supply more options for travel in the Middle TN area. Please rethink this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 13.
56	8/16/2024	Eric Wong	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No	What a scam.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
57	8/16/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	This is a waste of money and effort. I pay taxes to be able to use the interstate free of charge. This will not solve the congestion and poor driving skills issues currently plaguing the greater nashville area. It's out of touch with the people of the city and clearly no one involved in this project is actually interested in resolving the issues that the average commuter has to deal with. This investment should be used to expand public transportation and road repair; not using public roads as a cash grab for a wealthy few.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
58	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	If you want to make improvements, build a rail system or enhance public transportation rather than ask me to pay for a road I already travel with questionable benefits.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see responses to comments 5 and 43.
59	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	The money for this should be invested into public transportation. Adding a paid will will not help with congestion as most people will not be able to afford the surge pricing. Also, the money paid to use this Lane should not be going out of state to a third party. The state should be in charge	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT has a long history of utilizing all federal funding allocated to the Department.

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											and keep the money in state to be invested into our infrastructure.	Due to federal fund-matching program requirements, a significant amount of state funding would still be required to deliver a project of this scale. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. Additionally, please see response to comment 13.
60	8/16/2024	Mckenzie Jordan	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	This is a massive waste of money that will not do anything to alleviate traffic- these lanes sit mostly empty in Atlanta and the rest of the interstate is still a backed up mess. More lanes are also insanely expensive to upkeep and we already spend to much money upkeeping interstates. Finally, toll lanes (you won't trick me with the Orwellian nonsense term "choice lanes") only benefit the wealthy who don't need any more help making their lives easier, a comprehensive transit solution is needed for middle Tennessee that doesn't rely on cars.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
61	8/16/2024	Alexander LeRoux	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Adding more lanes does not fix the problem of traffic. We know this already. Stop wasting our money please and actually fund state wide transit, like busses or trains.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For additional information please see the responses to comments 3 and 11.

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62	8/16/2024	Kevin Eaves	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	Yes	Adding more lanes is universally seen as a bad idea in hindsight. Please spend this money on public transportation options, such as rail to reduce the amount of vehicles traveling shortly outside the city to the center of it. Even one line would work and could the foundation of a network.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding rail and transit alternatives.
63	8/16/2024	Grace Gibson	Against	Yes	Recreation, other	Once a week	Yes	Yes	No	Yes	We need REGIONAL TRANSIT, not TOLLS.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
64	8/16/2024	Adam Henderson	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	Yes	No	No	Mass. Transit. Now. This project will do nothing to alleviate traffic and only benefit people who have the money to pay for the use. Ya'll will do anything to avoid building a high quality train service. You're going to spend a ridiculous amount of money just to build more roads. It doesn't help the people that can't afford to pay the toll. We need more ways in this city to be less reliant on cars, not more.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding rail and transit alternatives.
65	8/16/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	No	You're complicit in lining the pockets of anti-democracy, under-educated, bootlicking traitors. Instead of fixing the roads, you want to charge us to drive on them? Read that out loud.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 6.
66	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	No	i think this is a waste of taxpayer money as increased transit options will be more beneficial to this area than increased lanes for existing transit options. and the negative impact on areas along the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											corridor that are already land strapped will be excessive.	Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
67	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	Yes	I am concerned that this project will not reduce congestion on the highway. Additional highway lanes have not been demonstrated to improve traffic. I think a better proposal would be a high speed commuter train that runs along the route to help people get from murfreesboro to Nashville. This would cut down on traffic both on I-24 and within the Nashville metro arrea, and is more envinormentally sustainable	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 and 5.
68	8/16/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	This is an insanely stupid idea, privatizing a lane for private profit. Implement the train system around nashville and the greater nashville area. NO CRAPPY CHOICE LANES!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 43 regarding additional alternatives considered, including rail.
69	8/16/2024	John Oakin	Conditional	Yes	Travel to/from work	Daily	Yes	No	Yes	No	I don't understand why there is a real problem NOW but you are talking about a solution for in 10 years? Just build the lanes and stop talking about it. Widen the roads now. Why only talk for so long! Spent millions on fancy signs... what a waste. Add lanes. We are not the first city in the world but only 3 or 4 lanes still between 840 and nashville? Why?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
70	8/16/2024	Bill Latimer	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Choice lanes are not what we need. What we need is mass transit for the entire region which does not rely on surface streets to effectively and efficiently transport people. We need something	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											that's dependable and on time. Use the space being considered for Choice Lanes for some type of rail into the core of the cities and towns in the region with additional rail and bus options to get people to their final destination. Other regions our size and smaller have done this and reduced highway congestion. The answer most definitely is not to just add more lanes to the major arteries. There are more efficient and effective ways.	Please see the responses to comments 3 and 43 regarding additional alternatives considered, including transit.
71	8/16/2024	Christopher Walker	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	I think it is terrible that we can't afford interstates any more or else we would not need these choice lanes. The money from these choice lanes should be used to support real 24/7 public transit along the I-24 corridor. Not a pittance. Half of the money collected from the choice lanes should go to transit. This is likely just a money grab to get middle Tennessee to pay for interstates in rural areas. Put it on all the interstates in the state.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 13.
72	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	This is a waste of state resources and only benefits the wealthy	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
73	8/16/2024	Kayla Shepperson	Conditional	Yes	Travel to/from work, Travel to/from	Daily	Yes	No	No	No	My concerns revolve around the results to the surrounding infrastructure in the city not being able to compensate for the added traffic of people who are avoiding unnecessary tolls on the interstate that so	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					home, Recreation						many people MUST travel on everyday. Given that I am one of those people, I can tell you there are no roads (like Murfreesboro rd, Gallatin rd, etc) that can support more than the already existing traffic. The road conditions everywhere are abhorrent. I think the signs indicating traffic ahead are a great addition. I think the tolls are incredulous to make it so that we have to pay to travel amongst a surplus of incompetent drivers who don't have regard for anyone's safety, not even their own.	The state continues to work with its regional partners to address regional needs and priorities.
74	8/16/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
75	8/16/2024	Judson Lacina	For	Yes	Recreation	Once a week	Yes	No	No	No		
76	8/16/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	It is a waste that only caters to the wealthy!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
77	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	I am extremely concerned that this project was not put to a public vote. TDOT is shoving this down the throats of Antioch residents just like everything else they do. Toll lanes won't fix congestion, you really need to do an overhaul of the design because it is the numerous interchanges occurring around the same area that cause issues. Not to mention if you can put a stupid barrier with 4 extra lanes in the median of the interstate it is INSANE to lie about the possibility of putting rail there instead!!!! Rail costs money, too but at least it would benefit more people than	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT would retain ownership of land on which the private sector partner builds the Choice Lanes. As a project that requires coordination with multiple federal agencies, the I-24 Southeast Choice Lanes project must comply with the National

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											the idiots who will pay to use a lane of traffic so they can keep contributing to climate change. Oh and when does TDOT get the land back for these things anyway? Twelfth of never probably because it's going to take decades for them to be built and paid off and there will be even more toll lanes after these get done. Why don't you guys care about people?	Environmental Policy Act (NEPA), which requires extensive public engagement regarding the project. TDOT will maintain ongoing communication with community stakeholders and the public, including holding four public meetings held in August 2024, soliciting public comments between August 14, 2024, and September 19, 2024, and ongoing outreach to the public, including Environmental Justice (EJ) communities along the I-24 Southeast corridor. The public will also have the opportunity to review the Environmental Assessment during a public hearing and give feedback as part of the NEPA process.
78	8/16/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	Privatizing Tennessee roads is a mistake. Tennesseans do not want them. Please invest in public transportation and infrastructure.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The state continues to work with its regional partners to address regional needs and priorities. Choice lanes encourage transit ridership due to increased reliability and the customer's ability to do something else instead of driving such as reading, doing a crossword puzzle or checking emails.

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79	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No		
80	8/16/2024	Shawn Garbett	Against	Yes	Recreation	other	Yes	No	No	No	Build some light rail and quit messing around. Toll roads are some dystopian corporatocracy I never thought I would see in TN.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see comment 3, regarding a light rail study.
81	8/16/2024	Jeffrey Harter	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	This is ridiculous to have a 3rd party, that isn't even based out of TN, to have another lane solution to traffic. We should be focused on better mass transit to take vehicles off the road. Public roads should be free. This is gross, saddening, and irresponsible. If the goal was to have "choice lane' this could have easily been funded through a 1,000 different solutions, but instead performing the effort of coming up with a solution, you are directly increasing the cost of living for local Tennesseans with an additional expense	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comments 5, 11 and 43 for additional information regarding the use of public-private partnerships (P3s), mass transit, and affordability.
82	8/16/2024	Jessica Seifer	Against	Yes	other	Once a week	Yes	No	No	Yes	If the costs don’t benefit public works, it’s not worth it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
83	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	More lanes for vehicles hasn't been proven to reduce traffic. Build more mass transportation like trains please.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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84	8/16/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Please invest in public mass transit infrastructure that residents outside of Davidson County have a stake in.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding transit alternatives considered.
85	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	Yes	No	No	Yes, many. Toll roads are a HORRIBLE IDEA. Where is the money going, and which of Bill Lee's buddies gets it? We can add lanes WITHOUT making it a cash handout to some out of state entity who happens to be friends with our governor. I hope this blatant cash grab/crony handout FAILS MISERABLY. TN DOES NOT WANT TO BE FLORIDA!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state. The user fees motorists would pay when they choose to use Choice Lanes would be paid back to the private sector partner for their investment in designing, building, financing, operating and maintaining the Choice Lanes. Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner.

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												These policies are still under consideration.
86	8/16/2024	Anonymous	Against	Yes	Travel to/from home, other	other	Yes	Yes	No	No	Yes, several. I have written an email detailing my concerns. Among those, this project has already cost over a million dollars. What a waste! Furthermore, these so called choice lanes are only a real choice for some, namely the wealthiest among us. This plan will place a further burden on those who are barely scraping by now, not to mention exacerbating our already horrible traffic problems. A better solution would be a light rail system. It would get so many people off the roads, prevent accidents, reduce pollution and be more equitable, efficient, and affordable for all. Implementing choice lanes is like putting a band aid on a gaping wound: inadequate and inefficient.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 3 and 43 regarding light rail alternatives considered and the development of reasonable alternatives that meet the project's purpose and need.
87	8/16/2024	Grace Randazzo	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	Research shows that building more lanes for highways does not alleviate traffic issues in the long term. It temporarily alleviates traffic but after 6 months, the same problems as before will arise. So, don't build a lane for more cars. This is going to be a hugely expensive project that will take more time to complete than it'll be useful for. Preserve that space for buses or rapid transit options. Building an additional lane and charging people for it does not help the working class Nashvillians. Those who struggle to make ends meet are not going to use this lane, so it seems like just another way for those with disposable income to make their lives easier at the expense of others', when our government should be funding solutions that benefit ALL.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Choice Lanes will offer a more reliable travel time along the I-24 Southeast corridor, enhancing the quality of life of motorists using the Choice Lanes and those in general purpose lanes alike by helping everyone to spend less time in traffic. Choice Lanes also offer an enhanced transit option as buses can use them for free, making transit travel more reliable for riders without any added cost.

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												Please also see the response to comment 5.
88	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No	Make it a paid lane / HOV lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
89	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	First, this is a money-grab by corporations who should not be in public transportation administration, something that should be controlled and administered by the state only. Corporations will bear no responsibility or consequences for a badly administered or engineered project. More importantly, this does not fix the problem of lack of mass transit, or add additional capacity. TN needs to find ways to improve mass transit, and encourage job growth across all sectors. TN also needs to find ways to add affordable housing and market rate housing to the downtown area so that citizens are not forced to live farther and farther from their jobs. Toll roads are a nightmare and I oppose an plan to add them to this state.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states.
90	8/16/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	A better project would be mass transit that could benefit more people and for a longer time. This would improve the value of our state and the quality of life of our population. Choice lanes will not. Choice lanes are essentially "pay to win". The only citizens who will benefit from this are those that can afford it. The construction cost will be monumental and only lines the pockets of private companies for	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT will continue to partner with WeGo on future transit opportunities. Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit

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											years to come. Cost will come regardless, but it should lead to a better option not a worse one. And a better option would be mass transit.	buses to use the Choice Lanes for free has increased ridership in other states. Please also see the response to comment 3 regarding transit alternatives considered.
91	8/16/2024	Jacob Sloan	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	The fact that public infrastructure is being privatized is a travesty and does not benefit the public good. The gasoline, diesel, and electric vehicle road tax should fund the highway capacity expansion instead, assuming that's the actual goal of this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
92	8/16/2024	Anonymous	Against	No	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	Yes		
93	8/16/2024	Katherine Howard	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	This has failed in other states. Please study those areas before going through with this. Charlotte, NC is the example that comes to my mind. All residents there have said this made a mess of the road during construction and added no value to their roads. The money budgeted for this project could be much better used. Thank you for your time and consideration.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
94	8/16/2024	Stephen Timberlake	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	We need more public transit. Adding a choice lane is like adding gasoline to a fire.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please refer to response 3 regarding transit.

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95	8/16/2024	Anonymous	Conditional	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	No	When reconstructing interchanges, please buy enough right-of-way and construct the bridges wide enough that we can someday retrofit some sort of rail transit for commuters from Murfreesboro to Nashville in the corridor without having to tear down everything you're about to build. I appreciate that WeGo buses will be able to use the choice lanes, but we need the state to provide some leadership in a long term vision for regional transit system, the first step of which should be safeguarding and future proofing the corridor for the eventual inclusion of some sort of fixed guideway transit system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
96	8/16/2024	Margen Laratta	Conditional	Yes	other	other	Yes	No	No	Yes	If TN is funding or subsidizing this in any way, including through tax breaks, I do not support it. TN's money should be going towards mass public transit. If this goes forward, it should be considered a stop gap on the way to an actual solution that is being actively worked on and prioritized.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in

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												additional transportation improvements throughout Tennessee than it would otherwise be able to fund. Please also see the response to comment 3 regarding transit alternatives considered.
97	8/16/2024	Anonymous	Against	Yes	Travel to/from work	other	Yes	No	No	Yes		
98	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	This is ridiculous and morally bankrupt attempt to project on everyday residents	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
99	8/16/2024	Anonymous	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	This is a money grab and disgusting. The people behind this should be embarrassed to call their selves Tennesseans and are morally bankrupt.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
100	8/16/2024	Ryan McCormick	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	It would cost about the same to put in a light rail line from Murfreesboro to Nashville with stops in Smyrna, Antioch, and LaVergne. It would get more people off the interstate and would increase accessibility to local businesses.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comment 3 for additional information on the light rail study.
101	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No		
102	8/16/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	Yes	I would rather see public transport be more integrated than adding lanes to our interstates.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please reference comment 13 regarding the continued partnership with WeGo.

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103	8/17/2024	Kyle Dobson	Against	Yes	other	Once a week	Yes	No	No	Yes	The quality of the roads in Tennessee have declined over time, and I have no reason to believe this project will be any exception. There will be issues with it after one snow storm, and the existing roads our tax dollars go towards will deteriorate even further. It took 5 months to fill in potholes on major highways around Greater Nashville. Officials spent money on an HOV lane that's never enforced and money on interstate speed limit signs that are never enforced. I don't see this being enforced either. Choice lanes: quite literally the most archaic method of solving such a simple problem. It's been proven more lanes don't reduce traffic, but they'll just ignore any statistic that differs from the bottom line, which is money. This will never see a dollar out of my pocket, and in times when it's stretched thin for so many, I think many others feel the exact same way. Support your existing infrastructure before adding new lanes and stop being greedy, negligent, and incompetent.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Choice Lanes will be operated and maintained by the private sector partner, including plans for snow and ice, and TDOT will continue to maintain the existing general purpose lanes on the I-24 Southeast corridor through its existing maintenance programs. Please also see the response to comments 11 and 14.
104	8/17/2024	Nick Baird-Chrisohon	Against	Yes	Travel to/from work, other	Daily	Yes	Yes	No	Yes	This does not show any evidence of alleviating traffic - only offering those with resources an easier commute. This is not the kind of accessibility that is available to most residents. Truthfully, it seems like an opportunity for a private venture to gain profit access and not a communal good.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
105	8/17/2024	Ethan McLaughlin	Conditional	Yes	Travel to/from work, Travel to/from	Once a week	Yes	No	No	No	Choice lanes are not going to solve any problems. Either they will become full as traffic fills to meet the available space (as with all other lane additions) or they will be largely unused. While the interchanges	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					home, Recreation						between systems do need some improvements to limit congestion, I fail to see how this is any better than adding rail transit. It just does not work at scale the way rail would, is worse for the overall environment of the city, and needlessly creates a class divide for people who can't pay for the choice lanes	Please see the response to comment 11.
106	8/17/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	Yes	Not a fan of putting up with years of delays and personal suffering to benefit only the few who can afford to use the facility at my expense, the costs for this go beyond tax/private dollars it will cost every user untold hours/weeks of added time to their commutes though this construction. Any improvements would benefit those putting up with the disruption of their current right of way.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 5 and 11.
107	8/17/2024	Anonymous	Against	Yes	Travel to/from home	other	Yes	Yes	Yes	Yes	It seems to be a done deal, but until we get rail, I don't think this new proposal will do much to relieve the current issues.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 11.
108	8/17/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No	Can we be done with these b00mer ideas? Why must we continue to demonstrate the definition of insanity?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.
109	8/17/2024	Michael Roberts	Against	Yes	Travel to/from home	Daily	Yes	Yes	No	Yes	We need public transportation. Adding "choice" lanes only gives people with money the means to bypass traffic while the rest of us sit in the parking lot of 24. Public transportation (preferably a train)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											would do wonders to the development of middle Tennessee and improve the lives of millions.	Please see the responses to comments 3 and 11.
110	8/17/2024	Nathan Lowe	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	More reliable public transit would be a far more sustainable long term solution for reducing congestion on our roadways. This project would only benefit people who already own cars and can afford to pay an extra fee for faster travel.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
111	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	No		
112	8/17/2024	Kevin Schoo	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	No	I think it's a garbage idea and should not be implemented. Having people pay for a privileged lane is ridiculous	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
113	8/17/2024	Anonymous	Against	Yes	Recreation	Multiple times a day	Yes	No	No	No	This project is nothing more than a $$ grab. Build a fucking mass transit system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 3 and 43 regarding other alternatives considered, including transit.
114	8/17/2024	Curtis Gabriel	Against	Yes	Recreation	Once a week	Yes	No	No	No	As a resident of Davidson county, I do not agree with TDOT's plan for Choice Lanes. I take particular issue with Bryan Ledford's statement that one of the main benefits of the Choice Lane agreement is, "freeing up additional dollars for rural projects." Why are the residents and workers of Davidson County being taxed to support these rural	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.

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											projects? Why aren't these freed-up funds instead being used to support a regional transportation system that would decrease congestion more than a special lane for rich people to drive on? Bryan Ledford and the rest of the people involved in this project need to better communicate why this is beneficial for Davidson county.	
115	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	No	No	Yes		
116	8/17/2024	Matt Powers	Against	Yes	Recreation	other	Yes	Yes	No	Yes	This is a terrible waste of resources. This is just fast pass for people who can afford it. I can but does this help everyone else. Think bigger TDOT. Rail, mass transit. So disappointed that Tennessee is wasting its time, effort and energy on this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
117	8/17/2024	Tinsley Wing	Against	Yes	Recreation	Once a week	Yes	No	No	No		
118	8/17/2024	Anonymous	Conditional	Yes	Travel to/from work, Travel to/from home, other	Multiple times a day	Yes	Yes	No	Yes	I still feel like Davidson County shoulders a lot of the burden when it comes to public transportation offerings. I know buses will be able to move freely, but the amount of buses I have seen on 24 is laughable at best. I would support choice lanes if more of an effort was made in Rutherford County to have meaningful and equitable public transportation that could connect into WeGo. I don't see much in the plan on how we are going to encourage folks to actually use the bus to be another tool to assist in traffic management.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.

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											When I was in Dallas, I took ride share to Forth Worth. Even with choice lanes, it took over an hour to get to my destination. I did not see the benefit because rush hour traffic was still insane. I wish we would focus more on affordable housing, walkable communities, light rail down 24 and or better integration of bus systems. The bus systems in Rutherford and Davidson do not serve the working class. Choice lanes are not the answer.	
119	8/17/2024	Michael Carter	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	Terrible idea all around. I will get off the interstate and navigate the backroads before paying to use roads as a resident where Im already paying taxes for roads. I dont care if it would save me an hour. The last thing needed is more taxes to use a road and thats what this is no matter how the state frames it. I will also vote against any and every name on the ballot I see supporting this idiotic idea. To have roads sitting empty ("choice lanes") while the taxpaying public has to sit in traffic or pay more is beyond ridiculous.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
120	8/17/2024	John Bush	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	This project is a waste of time. Adding lanes to an interstate doesn't fix traffic. This also funnels money into private industries. Build real public transit like rail systems. Tn is behind and the best time to do so is now.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5, 15 and 16.
121	8/17/2024	Brennen Wilde	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	No	No	Yes	This project would be an absolute waste of money that would be better spend revamping and expanding our floundering public transportation system and infrastructure. Not only would public transportation take cars off the road but it would cut down on the car dependency	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11 for Choice Lanes

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											that thrives in our city that has no room for them.	benefits and 43 regarding recommended alternatives.
122	8/17/2024	Gail dapolito	Against	Yes	other	other	Yes	Yes	No	No	in TX, the toll lanes have secondary roads that directly parallel them. We do not have that and have no room to build them. Large part of I24 backup is the many 4lane +2lane =4 lane merges. The secondaries would benefit from having the light synched.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The Project improves travel time reliability and regional connectivity issues along about 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. Other adjacent widening projects would be considered separately. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html.
123	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	Please propose a train or subway system. It would be very beneficial for everyone, residents and tourists alike. Very efficient, effective, and environmentally friendly. Very sustainable and would provide jobs as well.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
124	8/17/2024	Anonymous	Against	Yes	Travel to/from home	other	Yes	Yes	No	No	This is a terrible idea. All the studies have shown these things don't work (except to enrich those who make them).	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 4 and 5.
125	8/17/2024	Dustin Powers	Against	Yes	Recreation	Multiple times a day	Yes	No	No	No	This is a gross misuse of state resources. Roads are for the public, for the betterment of all. Not for funneling money to the private sector and punishing those with less resources. This is a 'pay to win' model, and will only benefit those with	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											higher economic status. Mass transit is the solution we should be looking too, instead of building whole new roads/lanes that will ultimately get congested as well, a choice lane isn't immune from wrecks or bad driving habits.	Please see the responses to comments 3, 5, 11, and 14.
126	8/17/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	This is a terrible initiative that does not solve the root problem. And taking taxpayer money and putting it in the pockets of private owners is. Tennessee needs to do better by their citizens. Stop privatizing everything.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
127	8/17/2024	Anonymous	Against	Yes	Recreation, other	Once a week	No	No	No	No	Toll roads are an extremely inefficient use of resources and tax money that amounts only to a tax. Spend the money on improving the roads and if you need to raise funds to do so then raise tax on gas or, literally any other way toll roads are archaic.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
128	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	This project is a waste of taxpayer resources. Adding new lanes to existing multi-lane highways is neither proven to ease congestion nor is it a modernization of transit in our state. Use Transit Modernization funds for the people, not the governor's friends.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The $3 billion transfer from the 2023 Transportation Modernization Act funds over 90 projects in TDOT's 10-Year Project Plan across Tennessee's four regions. Traditional highway lanes in urban areas quickly fill with traffic, but Choice Lanes use pricing to manage congestion, offering drivers faster, reliable travel while reducing traffic in other lanes. They also improve transit reliability, potentially

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												boosting ridership. Funded through a public-private partnership (P3), Choice Lanes shift costs to the private sector, allowing Tennessee to allocate state funds to other critical projects, like rural interstate widening. For the I-24 Southeast Choice Lanes, previous studies recommended Choice Lanes as the best alternative. Ongoing analysis narrows down preliminary alternatives to identify those with the best performance and least environmental impact. Public feedback, along with engineering and environmental studies, will help TDOT determine the Preferred Alternative, which will be presented at a 2025 public hearing.
129	8/17/2024	Skylar Alexander-Brown	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	We should not have to pay to fight congestion on our highways. This will continue to move the inconveniences of our current population to our less affluent citizens, which is already bad enough as it is. WE NEED RELIABLE PUBLIC TRANSPORTATION. We NEED a train system. Nashville will only continue to grow & this "choice lane" project is a bandaid that is too late & will only profit the private sector. This is unacceptable.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 11 regarding Choice Lanes benefits and 3 regarding a rail study.

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130	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	No	Yes	This is absolutely going to make my life worse. Taking up one of the lanes on an already poorly-maintained interstate is going to exacerbate congestion. It only benefits rich people who commute downtown infrequently, meaning the remaining population that uses the interstate regularly will be consolidated into a smaller portion of the road. If you want to make a change in traffic speed, create a reliable public transit infrastructure and enforce the HOV lanes. Also, the current system of dropping speeds to 30 mph inbound creates a natural slinky effect that inherently creates more accidents from rapid acceleration and deceleration. If you want traffic as bad as Atlanta, then go ahead and copy Atlanta. If you want to make an improvement, then I suggest you do not replicate a system in a city proven to have one of the worst commute times.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.
131	8/17/2024	Jon Carey	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	The term "choice lane" is manipulative to less informed individuals. These are toll lanes and should be called that. More lanes won't help the congestion at entry/exit points that are not expanded. An additional fee to use certain lanes is discriminatory to those with lower incomes that already pay registration and fuel taxes to support our roadways. Offloading services to private companies does not reduce cost or efficiency because the primary goal of those companies is to maximize profits at any cost. The land and funding would be better used to construct high speed rail lines between Nashville and Murfreesboro with multiple stations throughout.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3, 5, 11, 14 and 50.

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132	8/17/2024	Anonymous	Against	Yes	Recreation, other	other	Yes	No	No	No	Adding toll lanes is a waste and won't solve the problem, unless those lanes are limited to a rapid bus system. This favors the affluent at the expense of everyone else.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
133	8/17/2024	Anonymous	Against	Yes	other	Daily	Yes	Yes	No	No	Not for any privatization use of collecting money on public infrastructure, constructed with/part of tax dollars. Not while there are still sections of horrible road conditions still not fixed. Build roads better and free and use this money for mass transit. Not for those who can afford this scam that will not help those who can't afford it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
134	8/17/2024	Dr. Joyce Neal	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	Why aren't federal monies being put into rail transportation? If this is implemented, I will use Murfreesboro Road to travel into Nashville. I will never pay to travel on I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
135	8/17/2024	Caleb Perez	Against	Yes	Travel to/from work, Recreation, other	Once a week	Yes	Yes	No	No	We should fix the congestion for everyone by adding more alternate routes and fixing interchanges, not just adding private price gouge lanes. We are growing rapidly and this requires proactive investment, but this is unequivocally the wrong way to do it. Bringing private companies in is one of the worst options.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43 for the alternative screening process.
136	8/17/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No		

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137	8/18/2024	James Rogers	For	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	Yes	Yes	We need to have metered ramps with traffic signals along I-24. Unfettered access just dramatically increases the chances of accidents. Too many cars entering the road at one time. I'm for the project as long as the fares aren't keeping people off, and thereby enabling existing congestion. We need to partner with city and county governments to slow the rate of population growth (not shrink)	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to 43 for the alternatives screening process, which includes metered ramps.
138	8/18/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No		
139	8/18/2024	Anonymous	Against	Yes	Recreation, other	Once a week	Yes	No	No	No		
140	8/18/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	Yes	I work in transportation engineering. Build light rail instead of this. This won't alleviate the issue long term and I'd rather see an honest attempt to help Nashville instead of a money grab.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3 regarding a previous rail study.
141	8/18/2024	Stephanie Owens	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	Yes	Terrible idea. Will just create more traffic. We must invest in public transit	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 13 for transit benefits.
142	8/18/2024	Ellen Chavz-Rangel	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	No	When I have traveled to other states like Georgia, I never used it, I wouldn't see people use it early in the morning. I am in favor of expanding our public transportation which I would use. We currently don't have anything really close	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11 for the benefits of

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											to me to use. That is something I do use when I'm traveling outside the state.	Choice Lanes, including transit benefits.
143	8/18/2024	Katelyn Jernigan	Uncommitted	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	No		
144	8/18/2024	Kristin Fabri	Conditional	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No	Funding Choice lanes through a private company is disturbing to me. Infrastructure should not be privatized. Tennesseans DO need additional travel options on I24, and we can give them that without privatization. I suggest coming at this issue again to find solutions that keep these private companies out of Tennesseans pockets.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
145	8/18/2024	Alexander Hopkirk	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	Yes	Yes	Building out rail transit for the city would be a far more effective and efficient long term solution to traffic congestion, especially on I-24. Additional lane capacity in Nashville always leads to additional drivers on the road and no net change in congestion. I think this project will result in the same problem, while also taking money out of the city and away from its residents to spend on state projects rather than city improvement.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.
146	8/18/2024	Anonymous	Against	Yes	Travel to/from work, Recreation, other	Daily	Yes	Yes	No	Yes	100% believe this is going to make traffic worse on the small roads like Murfreesboro pike or nolensville road. You're not going to fix traffic issues with this. It's a way for the state to get extra money and it comes from people who lived elsewhere. This will clog up the none choice lanes and roads people will take to avoid it. I think this city has done a horrible job at maintaining it infrastructure and allowing businesses to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of alternatives were evaluated in previous planning studies and work continues on the I-24 Smart Corridor project, which

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											come in and grow. I have lived here 26 years and travel for a living and can see how this will negatively affect this state. Fix the infrastructure and put restrictions on I-24 with 18 wheels or heavy trucks on which lanes they can use and help surrounding towns fix their main roads to allow for the demand. Stop looking for ways to take more money and start looking for ways to improve efficient motor vehicles transportation. If this city goes through with this, we will be the next Chicago, have express lanes but still have 3 hr traffic. (What did that fix)	includes some of these congestion management strategies. While these strategies provide interim solutions, they would not provide long term congestion relief on the corridor. TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. You can learn about the I-24 SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html. Choice Lanes will provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor. Please see the responses to comments 1, 11, and 50.
147	8/18/2024	Anonymous	Conditional	No	Travel to/from home	Daily	Yes	Yes	No	Yes	where are the 2 new lanes going to be built there isn't any room to build additional lanes one reason for no rail service cause they can't use current tracks?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and

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												Choice Lanes were identified as the recommended alternative. During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and evaluating whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment. This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.
148	8/18/2024	Anonymous	Against	Yes	Travel to/from home	Daily	Yes	Yes	No	No	This is a temporary bandaid that won't truly make a dent on traffic in the region. Private toll roads that are a profit center instead of a utility are a very bad concept and have proven to not get people effectively when implemented in other areas. I would gladly pay higher taxes to not do toll roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please refer to responses 11 and 31.

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149	8/19/2024	Walter Cole	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	The public has already paid for these lanes to use Tdot. is just doing this to make more money off the people .	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
150	8/19/2024	Anonymous	Uncommitted	Yes	Recreation, other	Once a week	Yes	No	No	Yes	What about all the people who will abuse it by using it but not paying? Many citizens won't understand how it works and use it. Will our taxpayer money increase and more money go to the private sector company in the future? Are any of our politicians part of this private sector receiving funds from the project? If so, I consider them fraudsters. I'd like to see more examples of other states who have used it and statistics of the negatives of it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
151	8/19/2024	Carlena Obrien	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	Yes	Do not add choice. If adding lanes. Should be regular lanes without paying for	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
152	8/19/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	You just keep raising taxes and seems now adding another tax	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 14 and 31.
153	8/19/2024	Don Anders	Against	Yes	Travel to/from work	Daily	Yes	No	No	Yes	I am against private entities controlling our roads!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
154	8/19/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	No		

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155	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	Yes	No	No	The cost to the state. The cost to the driver. The years of construction. Shouldn't TDOT be responsible for adequate roadways without residents having to pay additional monies?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
156	8/19/2024	Anonymous	Against	Yes	Recreation	other	Yes	No	No	No	Building additional lanes for traffic will not and has not reduced congestion. Charging for those lanes can only be less effective. Do you have any idea how many people will take advantage of these new lanes? Compare that number to how many people would take a train. Is there any evidence that these lanes vs mass transit have be compared and evaluated? This just looks like a naked cashgrab.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
157	8/19/2024	Anonymous	Conditional	Yes	Recreation, other	Once a week	Yes	No	No	No		
158	8/19/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes	Choice lane work should disrupt the general purpose lanes as little as possible. If everyone does not benefit from their opening because they are a choice, implementing them should not require rebuilding significant portions of the existing interstate. Likewise 4 lanes is a lot, and it may be better suited to be reversible lanes. Direct connection to the airport should be seriously considered for both individuals and a dedicated public transit route	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors. Please also see the response to comment 43.

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159	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	This reeks of the Koch Brothers. The demographics of this corridor would more greatly be helped with an express bus lane, or light rail system.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
160	8/19/2024	Elsa Davids	Uncommitted	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes	I worry that this proposal won't actually reduce traffic on the I24 corridor from Murfreesboro to Nashville. I have the following questions: how will the money generated from the choice lanes be used? What other traffic management programs have been considered (metered on ramps, extended merge lanes, etc)? Why partner with a private for-profit organization to maintain state roads? I already struggle to afford to commute to and from work and the quality of the road on I24 is abysmal and causing damage to my car (tires and windshield) from loose gravel, so I fail to see how this would benefit me and my daily commute. It seems to me that this would only create more traffic in the free lanes on 24, which feels like punishment for not being able to afford an additional daily fee for using these lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of alternatives were evaluated in previous planning studies and work continues on the I-24 SMART Corridor project, which includes some of these congestion management strategies. While these strategies provide interim solutions, they would not provide long term congestion relief on the corridor. TDOT recognizes the need to address unreliable trip times that affect regional connectivity and multimodal mobility along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. You can learn about the I-24 SMART Corridor project at: https://www.tn.gov/tdot/projects/region-3/i-24-smart-corridor.html.

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												Choice Lanes will provide a new travel option to help address travel time reliability and regional connectivity issues along the I-24 Southeast corridor. Please also see the responses to comments 6 and 43.
161	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	No	I pay my taxes. I should not be paying to resolve traffic on top of my taxes. Fix the traffic issues, don't just provide high income people opportunities to shortcut low income. Our taxes pay for public roadways, so make ALL public roadways less congested with the tax money you get. Quit trying to include for-profit agencies/companies to solve problems we pay you taxes to solve. If they have a solution great, but it needs to be a free solution! Call then choice lanes, they are tolls roads. If I wanted toll roads, I'd move to somewhere they have them. Keep toll roads out of Tennessee. Widen the roads and create more. Add more roundabouts.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
162	8/19/2024	Dana Blair	For	Yes	Travel to/from home	Once a week	Yes	Yes	Yes	Yes	Sooner the better. Traffic will only get worse along with the cost of construction.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
163	8/19/2024	Schuyler Howie	Against	Yes	Recreation	other	Yes	Yes	No	No	Choice Lanes are an only a temporary solution to the problem of urban congestion. The phenomenon of induced demand has shown that adding lanes typically makes traffic congestion worse	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											after only a few years. This has been documented in multiple cases and states and the urban planning community generally agrees that adding lanes does not solve congestion. In states that have implemented express lanes, congestion has only been temporarily fixed at BEST, before encouraging more cars on the road, slowing commute times again, while increasing air pollution. Additionally, choice lanes unequally benefit the wealthy, rather than providing an equal public service in a free market economy. This is a poor use of tax payer dollars. Public transit systems are more expensive, but produce better results and help spread the pool of commuters across different avenues, rather than encouraging more people to use a single route. People support public transit in TN cities and should be given those choices	Please see the response to comment 3.
164	8/19/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes	This is a horrible idea. Native Tennesseans have long been proud not to have toll roads or toll lanes. (The law simply redefined toll lanes as choice lanes. It's the same concept: pay for the lane to use it. We're not dumb.) I have voted Republican since this state was run by Democrats. This is a horrible example of corporate cronyism by the Lee Administration. I hope the next Governor ends this program. From experience in states like Virginia, the toll lanes do not alleviate traffic for the common man and instead reward the rich. Shame on you for refusing to spend the money necessary to fund our infrastructure.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 11, for benefits Choice Lanes will bring to all motorists.

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165	8/20/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No		
166	8/20/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	I find it troubling that we are already paying taxes for current roads and now you want to build choice lanes for some private company to profit. Roads in TN have always been free to use, which is one of the best things about the state. I strongly oppose privatizing part of the interstate. Also do not think many will use them.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
167	8/20/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Multiple times a day	Yes	Yes	No	Yes	My taxes are supposed to pay for the roadway that doesn't get fixed as is. I'm not paying more for this project. The roadway should be free to use. Fix the roadway first!!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
168	8/20/2024	Debbie Kluth	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	Poor planning on Tennessee's part. Should have considered years ago, a mass transit train system. Years of over recruiting companies and placing them on the I 24 corridor. Now you want the taxpayer to pay for "choice lanes"	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
169	8/20/2024	Jason Koontz	For	Yes	Travel to/from work	Multiple times a day	Yes	Yes	Yes	No	Certainly the concept is nothing new but specifically to Tennessee the execution is going to fail long term. Utah specifically has a system in place that is fiscally conservative and managed in a manner that improves traffic congestion. This preserves the HOV lane, would allow mass transit to utilize the lanes, and give the option to leave the lane open on the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											weekends. All of this while done to an existing system with limited room to expand lanes.	
170	8/20/2024	Tyler Martinez	Against	Yes	Recreation	Once a week	Yes	No	No	No	Call it what it is: a toll lane. I fail to see how this will improve congestion.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
171	8/21/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	No	Yes	Yes	I appreciate the effort but do not want to endure driving through construction. Not confident it would be used properly.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
172	8/21/2024	Jonathan Rarick	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	No	No	Yes	Yes	I live on a street RIGHT next to I-24. I don't think my house would be impacted, but I would lose neighbors if this project goes forward as planned. I'm mixed on this because I like my neighbors. But I if they sell, I could be persuaded if a sound wall was built to reduce the noise from I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT follows the federally mandated process for acquiring right-of-way. TDOT is in the early stages of project development and will have more to share on right-of-way impacts at the Public Hearing in 2025. Please see the response to comment 22 regarding noise barriers.
173	8/21/2024	Burkley Allen	For	Yes	Recreation	other	Yes	Yes	Yes	Yes	It seems like keeping the new lanes simple without a lot of overpasses and concrete barriers would make this an economic and fast solution. I've seen some very complicated looking systems that probably caused so much disruption and congestion during their construction it will take years to be a net gain. It is crucial to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											allow city buses to travel free in these lanes. I would like to see the contract for this include options for vans to be able to travel economically as well.	
174	8/21/2024	Andrew Gunn	Against	Yes	Travel to/from work	Once a week	Yes	No	No	No	Either fund an interstate expansion with tax dollars for everyone or restrict traffic and pay for the expansion solely with tolls collected from users. If tax dollars are to be used, it should be available to everyone, all the time - not just the select few who can or are willing to afford the tolls.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
175	8/21/2024	Kelly Marsella	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes		
176	8/21/2024	Mike Pellegrino	For	Yes	I don't travel this corridor	other	Yes	Yes	Yes	Yes		
177	8/21/2024	Barry Victory	Against	Yes	other	Once a week	Yes	No	No	Yes	We pay taxes to have these roads now we pay to use them. If you can have two lanes with no problem, try for six lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
178	8/21/2024	Laura Polis	Uncommitted	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	I prefer the alt 1 plan, because it will allow for a ddi at almaville rd. I'm not in love with the idea of choice lanes due to the lack of current infrastructure for public transit from MBoro to Nashville	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
179	8/21/2024	Cody Collins	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	I'm concerned that without estimated costs per mile for drivers the public may be inadequately informed regarding this project. I.E. If the cost per mile of travel on a choice lane for the average commuter would cost more than if a fuel tax was levied to fund this and future projects.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 4 regarding how dynamic pricing would work.

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180	8/21/2024	William Rowe	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	Raise the gas tax and add lanes to what is there and improve exits and entrances	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
181	8/21/2024	Jesus Gonzalez	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
182	8/21/2024	Anonymous	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	No	No	No	I don't mind private companies building toll roads but doing so along PUBLIC SPACES is simply screwing the public. It's a despicable practice in which those pushing it thru are compensated and those with more money are elevated - so why wouldn't a POLITICIAN vote yes? It's a win win for them and a loss for the public at large. Of course you people know all this already. It's like reverse communism where instead of taking from the private to better the public you steal from the many to give to a few. Same thing with your "school choice", you just want money that would go to the public sector to save you money on tuition. Keep playing your stupid games and you'll win stupid prizes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
183	8/22/2024	Tim Muller	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	Yes	This project, like HOV lanes are extremely dangerous especially at rush hour times. At every on and off ramp you create a situation where people traveling at a high rate of speed in the "special" lane, have to get out of, or into that lane, crossing over where multiple lanes of people are typically driving at a very slow rate. Absurd dangerous situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The proposed Choice Lanes are optional and are expected to be separated from the general-purpose lanes by plastic delineators. More information about the proposed Project design alternatives is available

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												on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed design alternatives are not final and may change based on a variety of factors.
184	8/22/2024	Jan Hawthorne	Against	Yes	Travel to/from home, Recreation	Daily	Yes	Yes	No	No	Additional lanes are needed for the entire I24 east all the way to Chattanooga. What is needed is truck lanes and longer on/off ramps. Since this is a highly traveled route for commerce, those needs and the safety of autos should be primary. Improve the 4 or 5 existing lanes with better asphalt. Add additional eastbound lanes with 1 being a designated truck lane. Any interstate with this amount of truck traffic should have 4 lanes minimum, 5 in an ideal situation. Far left lane=commuter lane at designated times & autos only Next lane=Autos only Third lane=Trucks Only Fourth lane=Trucks & autos for travel and to enter and exit the interstate. If a 5th lane is an option then a designated passing lane only for trucks. With today's technology ticketing those abusing the lane restrictions would be simple.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
185	8/22/2024	Mary Chandler	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	This is absolutely NOT a solution to Nashville traffic! We should be willing to invest in infrastructure that supports the level of industrial development that Economic Development Office is and has brought to the state. TDOT is failing at their mission!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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186	8/22/2024	Anonymous	Conditional	Yes	Recreation	other	Yes	No	No	No		
187	8/22/2024	John Conzalina	For	Yes	other	other	Yes	No	Yes	No	I I am just afraid that by the time this is completed it will be outdated really need to look and make sure that this will be sufficient for travel in 2050 and beyond.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
188	8/22/2024	Colleen Conzalina	For	Yes	Recreation, other	other	Yes	No	Yes	Yes	My biggest concerns are that it will not help the congestion at the entrance/exit ramps at the interstate exits I use most and that the project will not be completed during my lifetime. Also, since Rutherford County is growing so fast, will this be adequate once it is completed.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes, which would be designed, built, financed, operated and maintained by a private sector partner. There will never be a user fee assessed on the existing general purpose lanes. The Choice Lanes provide an alternative travel choice for roadway users without diminishing the roadway capacity currently available for all users. Most of the Choice Lanes access points are located adjacent to existing interchange access points. Because of this, we do not expect significant travel pattern changes within local roadway

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												network when Choice Lanes are opened.
189	8/22/2024	Anonymous	For	Yes	other	other	Yes	Yes	Yes	No	This is 10 years behind where it should have been. The same should be looked at for 65 & 40 now before it becomes a bigger issue	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is proposing adding two new Choice Lanes along this corridor in each direction and keeping all existing general purpose lanes, effectively widening the I-24 Southeast corridor. User fees will only be charged in the two new Choice Lanes. No lanes would be removed. The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. Within the Nashville region, TDOT is currently conducting its Downtown Nashville Interstate Corridors Planning and Environmental Linkages (PEL) Study, which includes 20 miles of interstate segments, including I-65, I-24 and I-40. The purpose of the PEL Study is to address travel time reliability and regional connectivity issues on the Downtown Nashville interstate network. You can find more information about this PEL Study at https://www.tn.gov/tdot/gover

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												nment/g/planning-studies/downtown-nashville-interstate-corridors-planning-and-environmental-linkages--pel--study-website-.html. Additionally, TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html.
190	8/22/2024	Braelyn Nores	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	As a Murfreesboro resident, I spend 15 hours a week commuting and over $400 on gas monthly between my husband and I. A light rail system would be a great solution to our traffic and affordability problems. It could save residents time, money, and stress. The proposed route is feasible for mass transit, and noise levels would be manageable, rails typically ranging from 60 to 80 decibels at a distance of 50 feet. A rail system would require around 20 to 30 feet of right-of-way, which is well within the proposed 72-foot width. I believe a rail system would be a huge benefit to Middle Tennessee, similar to the easy, stress-free, and affordable systems I've experienced in Japan. The I-24 corridor provides a perfect opportunity for such a project for Nashville and surrounding areas. This could not only provide for residents, but also allow tourists to explore outer cities as well, stimulating the local economy. Tourists	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comments 3 and 22.

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											would no longer be concentrated in just one area. Please hear us out.	
191	8/22/2024	Richard Fedock	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	I left NJ and all the tolls behind. I want no trucks or buses if I have to pay to use the road.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
192	8/23/2024	Makayla Boling	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	Nashville is already burdened with significant traffic congestion, and the introduction of Choice Lanes only exacerbates the problem by creating a system that benefits only those who can afford to pay for expedited travel. This approach fails to address the broader issue of travel efficiency for the majority of commuters in and around Nashville. Instead of implementing Choice Lanes, we should focus on improving the efficiency of WeGo public transit and investing in a comprehensive rail system. Such measures would address the overall traffic issues more effectively and encourage increased visitor traffic, while promoting inclusivity and accessibility for all residents. By prioritizing these alternatives, we can enhance our city's transportation infrastructure and support economic growth without alienating those who rely on more affordable commuting options.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
193	8/23/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	No	Please don't make this state even worse to live in. We can't afford to leave yet.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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194	8/23/2024	Angelique Golden	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	This is an ill-conceived idea that will do nothing to improve commute times between Nashville and Rutherford County. This plan will only line the pockets of whatever private corporation wins the bid to own these lanes. We would be far, far better off if the state would get behind regional public transport solutions that lessen the demands for travel lanes on I24, which would have the added benefits of decreasing commute times for all and lessening the environmental impact of these commutes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
195	8/23/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Absolutely absurd to be charging hard working citizens.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
196	8/24/2024	William Pittenger	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	I do not agree with the public private partnership for the roadway. Our taxes have been paid to build and maintain roadways. If additional lanes are built, it should not be something that residents get charged for forever more as an additional “tax”. These P3s were originally intended to accomplish a project, and then pay down the bond for that project. When the bond is paid off then the P3 dissemble and the project is left as a public benefit. But the P3’s no longer dissemble as the bond is renewed perpetually. How many houses and apartments will be demolished with each alternative? In alternative 1, sheet 5, when adding the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 172.

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											E. Thompson Ln. exit and entrance intersections, the intersection of Thompson Lane/East Thompson/Briley/Southlake would need to be modified for the additional traffic. In alternative 2, sheet 5 there does not appear to be a non “choice lanes” entry to 24 westbound from Briley when headed away from Thompson Lane. And it shows the old entrance ramp being removed.	
197	8/24/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No	I do not believe Choice Lanes will solve the traffic issue. I also do not think this should be funded by the private sector.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
198	8/24/2024	Laura Bohling	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	No	No	The area proposed for Choice Lanes would be perfect for light rail instead. I don’t want to DRIVE to Nashville daily for work. I want to commute safely, economically. This does not accomplish anything but create more congestion for those unable to pay the variable rate, and line the pockets of private interests. I’m angry that our government is abdicating their responsibility to private entities. I’m firmly against this and will likely find a way to move somewhere else in order to not participate in this farce.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
199	8/24/2024	Jon Williamson	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	I think it’s a dumb idea and a poor substitute for the much needed mass transit this region desperately needs. It’s just another cash grab and won’t actually solve the problem of heavy traffic nor wait times. Cancel this and add more wego buses and drivers. That would do more to help than this will. A bus stop with parking garage in Murfreesboro and Nashville so people can reliably take the bus down the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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											interstate and get to their jobs in a way that reduces traffic. Not this failure of a cash grab that is “choice lanes”.	
200	8/24/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	No	No	No		
201	8/24/2024	Anonymous	Against	Yes	Travel to/from work	Once a week	Yes	Yes	No	Yes	Improve public transportation! This is just a cash grab that gives nothing to the citizens	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
202	8/24/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Multiple times a day	Yes	Yes	No	No	An investment in transit could actually help working people. People who use I-24 have lower incomes than those of Williamson or Wilson County and charging them extra to use their own lanes is only harming those people who do not have the means to live closer, hereby creating a tax on lower income people.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. 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. The private sector bears the investment costs needed to deliver and maintain the facility and state funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates to six lanes. TDOT is pursuing a P3 for this project because it can deliver more infrastructure to benefit the traveling public while significantly reducing the need for public funding. TDOT would

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												always retain ownership of the roads. Please also see the response to comment 3.
203	8/24/2024	Anonymous	Conditional	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	Yes	No	No	1. Free unlimited access must be given to emergency vehicles, public transit vehicles, elderly, veterans transit vehicles and state employees. 2. Low income subsidies should be provided. 3. Design should include space for future addition of a rail system similar to Atlanta's MARTA 4. Choice lanes in GA are very difficult to navigate when surrounded by illogical humans. They need very few entrance/exit locations, be visually isolated from main traffic. 5. Number of existing lanes must remain or be increased. I.e. can't use an existing lanes 7. P3 contracts should have performance metrics, clawback provisions, public financial disclosures, public disclosure of all owners, public safety requirements & metrics, public disclosure of all metrics, establish private partner liability, and bond requirements sufficient for state to take over.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
204	8/24/2024	Clyde McClaran	Conditional	Yes	Travel to/from home, Recreation	other	Yes	No	Yes	Yes	With growth of Middle Tenn., it's acknowledged something must be done to facilitate high traffic on 24. I'm not totally sold on more lanes and user fees (choice lane tolls) as the best answer. We need a combination solution that utilizes conventional rail and high-speed transit that gets commuters conveniently to Airport, Downtown, Midtown, and to	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
											Murfreesboro-Franklin-Lebanon-Hendersonville. We Go buses are not quite enough because of the bus stop places and times of day run. The new smart lanes probably can be optimized more (engineer reversible lanes?) HOV needs better enforcement to assure its best use. Also 40/24 split still truncates at Exit 52/213 instead of having 8 lanes on merging lanes and ramps…it's a bottleneck that never quite got fixed with earlier 440 improvements. Atlanta is a prime example of how choice lanes would be. Am afraid choice lanes will be an idea ten years too late by time it's implemented and much good money spent in the process.	As the project develops there will be public hearings in early 2025 with more information.
205	8/25/2024	Laura Lindsay	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	I don't like paying every time to drive on a road. Would prefer a train or other option to reduce congestion from I 24	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5. As the project develops there will be public hearings in early 2025 with more information.
206	8/25/2024	Anonymous	Against	Yes	Travel to/from home	Multiple times a day	Yes	No	No	No		
207	8/25/2024	Anonymous	For		Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes		

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208	8/25/2024	Tracy O'Neil	Against	Yes	Travel to/from work, other	other	Yes	No	No	Yes	I no longer reside in Davidson County, though my family still depends on Nashville for medical care and we once enjoyed visiting downtown for art and entertainment. The city's unchecked growth has made these trips stressful and unenjoyable. Traffic congestion forces us to double travel time, and restrictive, expensive parking has made downtown visits a hassle. The proposed choice lanes is not the solution to Nashville's traffic problems. Instead of adding toll lanes, investing in a comprehensive light rail or mass transit system would offer a long-term solution that truly benefits everyone, not just those who can afford to pay for faster travel. It's disheartening to see what Nashville has become. Unchecked growth and lack of proper planning have turned a vibrant and accessible city into a stressful and uninviting environment. I strongly urge you to reconsider this proposal and focus on solutions that promote equity, accessibility, and sustainability for all residents and visitors.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
209	8/25/2024	Cece DuBois	Against	Yes	Travel to/from work, Travel to/from home, other	Once a week	Yes	No	No	Yes	Choice Lanes, Turnpikes, Toll Roads, are all government gimmicks to take more of the taxpayers' money. Instead of "Choice Lanes," create "Transport Truck Lanes." If these huge 18 wheel trucks were channeled into one lane, the other vehicles could travel without obstruction.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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210	8/25/2024	Hope Oliver	Against	Yes	Travel to/from work, Travel to/from home		Yes	No	No		I think this is the wrong move and will put more cars on I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
211	8/25/2024	Joyce Carter	For	Yes	Travel to/from home	Once a week	Yes	No	Yes	No		
212	8/25/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	Yes	Yes	No	I won't say I won't use these lanes if you install them but it would be rare. I can't afford to throw more money into my commute and trips to activities downtown. I don't think it's right that you built so many lanes on the north side of town and left the southeast I24 corridor to only 4 lanes with the growth we've had on this side of town; and then the solution is to charge us for lanes to use rather than also build us additional lanes like you did on the north and south sides of Nashville...doesn't seem right.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
213	8/25/2024	John Marable	For	Yes	Travel to/from work	other	Yes	Yes	Yes	Yes	Long Overdue, between Murfreesboro and Nashville it's probably close to 800,000 people or more, This needs to be on a Fast Track	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
214	8/26/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	I feel it would be a better use of money to find a way to upgrade the project area in general rather than making paid toll lanes available for the few who can afford it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
215	8/26/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	We spend 1.5 hour each way commuting every day from Christiana to Nashville, please we really need this. My wife really gets stressed out on traffic and this will help us in our personal life not dealing with this commute. I will gladly use the toll lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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216	8/26/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	Instead of privatizing our roads, work on fixing the roads. They are in terrible condition and traffic flow would be better if they weren't in a constant state of disrepair.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 6.
217	8/26/2024	Anonymous	Against	No	Travel to/from work, Travel to/from home, other	Multiple times a day	Yes	No	No	No	It is only for the rich people. What happens when a auto accident happens on the choice lanes, still sitting in traffic and paying for it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT plans to educate first responders on how to use the Choice Lanes and manage potential future incidents. Coordination with first responders would allow incident response to be supported just as it is in the existing general purpose lanes. Emergency vehicles, such as police cars and ambulances, would be able to use the Choice Lanes for free. TDOT plans to place an automated incident detection system at incident hot spots. HELP Trucks would patrol the corridor to assist motorists. Incident response processes and procedures would be developed in coordination with local first responders.
218	8/26/2024	Tina Grant	Uncommitted	Yes	Recreation, other	other	Yes	Yes	No	No	People who live or work in the area should get a discount.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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219	8/26/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	No	Yes	Yes	Even if this project doesn't go through, I-24 definitely needs more lanes as there is traffic all the times of the day.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
220	8/26/2024	GS Beck	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	This project will go forward regardless of public sentiment. This project will in all likelihood far exceed estimated cost. If additional lanes are needed, just build traditional lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
221	8/26/2024	Paul Mortensen	For	Yes	Travel to/from home	Once a week	Yes	Yes	Yes	Yes	• Make this compatible with neighboring state toll authorities and travelers (EZ/Sun/Quick/Peach Pass). • Ensure lanes are available in both directions, separate graded, and have lane specific exits apart from free exits. • Strategize this as a method to build new toll lanes/ bypasses, and effective connections around Nashville, Chattanooga, Knoxville, Clarksville and Memphis • Promote right of way funding to improve existing road infrastructure to areas that need widening and safety upgrades (Bell Road) • Incentivize use of choice lanes based on frequent account activity Beyond Choice Lanes • a reconfiguration of coupled interstate corridors (I-24/I-40, I-65/I-24, I-40/I-65), that lessen the congestion into downtown. • new connector roads and bypasses that just make sense (Smyrna-Franklin Conn, Hendersonville-Hermitage, I-440 to Briley Pkwy, Inglewood-Donelson Conn, Complete OHB Loop, Couchville Pk	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											Extension, Smith Springs Rd/Pkwy to Lavergne Extension) • Fix I-24 Exit 59 (Bell)!	
222	8/27/2024	Jessica Mronzinski	Against	Yes	Travel to/from home	Daily	Yes	No	No	No	I'm guessing, after years of discussion, this was the only way to pay for any type of improvements to our traffic issues. Unfortunately, based on research and opinions of those who have used such systems, it's not going to impact current issues enough to warrant the addition. It's only going to benefit the small percentage who can afford it and with the cost of living increasing drastically, that number is fewer and fewer.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
223	8/27/2024	Collin Smith	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	Yes	This is another horrible decision from Bill Lee who is convinced he can destroy Tennessee to pay for his retirement by the big money interests that benefit from his stupid plans to mortgage Tennessee's future to the highest bidder. This will cost Tennessee more that creating a railway corridor and will eventually result in multiple lawsuits between the state and whatever company Bill Lee hires to mismanage this abortion of an idea.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
224	8/27/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	This does not seem like a good idea to solve congestion in the area. Many people commute to Nashville because they cannot afford to live in Nashville. Now people will have to pay to commute to work if they want to avoid heavy traffic. I would prefer to see reliable public transportation options like a train or light rain to help reduce the amount of cars on the road. I would go to Nashville more if there was an option like this. Driving to Nashville from Murfreesboro is a horrible experience and choice lanes won't improve it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.

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225	8/27/2024	Han Hong	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	As seen in other states, it doesn't work. We need light rail and mass transit that's better than current bus system. Open more lanes just encourage more traffic congestion like the Katy Express Highway in Texas.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 3 and 5.
226	8/27/2024	Jeremy Laines	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	I think there should be a "feedback visual screen" that when a user goes under the license plate readers and toll gantry that it provides feedback on whether or not they successfully paid the toll. For example, in New Jersey which has mandatory toll roads, there is a screen that says "toll paid" when the user has successfully paid the toll, "toll unpaid" when the user has not paid the toll (maybe they did not have the transponder in the their vehicle). I think having this feedback machine that users can clearly and visually see will greatly benefit them in encouraging them to use the choice lanes as they will see when they have made a transaction as they would in a regular pin pad machine.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
227	8/28/2024	Mitchell Jordan	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	This is an expensive project to allow the privileged to bypass most of the rest of us. It is wasteful. I don't see how there is room along the corridor from Bell Road to I-40 for the extra lanes. In Atlanta, I sat in traffic for 30 minutes and then saw why. Their choice lands end and dump that traffic into the mainstream, which backed everything up. I see Nashville's choice lanes creating huge back ups when the privileged drivers have to merge in with all our current traffic at I-40 and I-24. Bad idea. We need mass transit and an alternative to I-24.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 50.

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228	8/28/2024	Jeremy Mott	Uncommitted	Yes			Yes	No	No	Yes	No matter how it's worded it is a pay to play scheme. Which is a terrible model. As soon as private interests are controlling the roadways profit will become the only motive. there is no mention of what the private interest lanes vs public lanes maintenance regulations and priority are for government funding. There is no long-term scenario where a private, for-profit interest makes thing better for the public. It may look attractive now and in the short term but it is the lazy way out and will simply shift the burden of the problem to future stakeholders and ultimately the public. I urge you to find another way to address volume than instituting a pay to play scheme.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
229	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	Selling soul for corporations per republican norm	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
230	8/28/2024	Brennen Wilde	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	This is the worst possible idea I have ever heard when it comes to tax payer funded transportation options. We have been asking for years for better/expanded bus and rail. This will not get cars off the road, this will allow a select few to get places faster. Adding lanes has never made traffic better in the history of this country, let alone PAID lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 202.
231	8/28/2024	Joshua Gross	Against	Yes	Travel to/from work, Recreation, other	other	Yes	Yes	No	Yes	I do not agree with the State financing and/or allowing private contractors to facilitate, and manage the toll of use for these lanes, nor do I agree this is economically or environmentally wise to expand interstate system and charge citizens to use said roadway through	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											another tax for use. Lastly, the Middle Tennessee region is growing very rapidly, the State should be implementing mass transit initiatives, policies, and improvements in existing mass transit through education and accessibility. Finally I'd like to add the 1-24 corridor should be a prime study for commuter rail. I do not like nor approve of "Choice Lanes" aka Toll Roads.	Please see the responses to comments 3 and 202.
232	8/28/2024	Jonathan Rarick	Conditional	Yes	Recreation, I don't travel this corridor	other	Yes	Yes	Yes	Yes	I live on Blackstone Pl, which ends at I-24. As such the noise and visual impact are important to me and my family. I'm a slave to appearances. Brian and Levi were very helpful!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT is conducting noise and visual impact assessments as part of the Environmental Assessment. These studies will determine what noise abatement and visual impact mitigation measures could and should be provided. The public will have the opportunity to review and give feedback on this assessment during the Public Hearing in 2025.
233	8/28/2024	Aaron Olson	Against	Yes	other	other	Yes	Yes	No	No		
234	8/28/2024	Benjamin Vaught	Against	Yes	other	Once a week	Yes	Yes	Yes	Yes	I'm concerned about traffic and safety effects of the increased volume on surface arterials and other interstates, especially the downtown loop	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 50.

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235	8/28/2024	Bruce Lynn	Conditional	Yes	Recreation	Once a week	Yes	No	No	Yes	Currently I am concerned with emergency services being able to use and operate efficiently through the new lanes and construction. Another thing I am concerned about is the added impervious surface added with the project especially in high populated centers where drainage is already a problem. I would say I am for this project but I do not want to be adding unnecessary runoff to drainage basins that are at a low capacity.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. As the Project design advances, drainage considerations will be studied and made part of the final plans. Please see the response to comment 4 regarding emergency service access.
236	8/28/2024	Sarah Reifsteck	Against	Yes	Recreation	other	Yes	No	No	No	It's an insult to the people of TN. Get private interests who profit from our poor public transit planning out of our state. And, obviously, this is for rich people. It'll take too long to finish. By the time it's done, we'll need more lanes. This will not fix traffic problems. Nobody wants this except those whose pockets it lines. Just no....no	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
237	8/28/2024	Will Ward	Conditional	Yes	Travel to/from home, Recreation, other	other	Yes	Yes	No	No	Removing high value property tax land is not the way. I-24 needs a rehaul from Ft Cambell & Clarksville before Murfreesboro.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
238	8/28/2024	Judy Sylwester	Against	Yes	Recreation	Once a week	Yes	No	No	No	Profits from choice lanes will go to a private company and the pricing is at the mercy of the private company only to serve the rich at the cost of the state.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.

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239	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No	No	No	This is a blatant waste of taxpayer money and an abdication of one of the most visible governmental functions in Tennessee. As a taxpayer, I've paid into these roads for decades and decades. Now you want to give public land to private entities so they can profit off of the mess TDOT has created. Can we please come up with real solutions to this problem, such as light rail, etc., instead of digging ourselves deeper into this hole? I know how Tennessee's lawmakers love to give our hard earned money to out of state interests and private equity groups, but for the love of God, please don't cripple our infrastructure for our children and grandchildren just so the Gov can get taken to a fancy dinner by some rich assholes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
240	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	No	Yes	Taxes already pay for our roads, we shouldn't have additional fees for the privilege of avoiding traffic. The inequality this will create is not okay and does not represent Tennessee values.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
241	8/28/2024	Evan Bachert	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	Terrible idea, especially the decision to implement in a historically underserved part of the community. Fully expect this to make traffic worse in the non "choice" lanes. Diametrically opposed to this project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 77.
242	8/28/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	We need trains running up the interstate not more lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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243	8/28/2024	Nicole Robinson-Hamilton	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	I don't want additional costs for the people living here. Middle to lower income working people do not have the extra bandwidth nor should they have to pay when people who could have created infrastructure declined to do it but made incredible profits while leave the local people with little to no adequate ways through these high density areas.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
244	8/28/2024	John Engelland	Against	Yes	Travel to/from work	other	Yes	No	No	No	I believe our public roadways should be equally available to all Tennesseans, without regard to economic class. I would prefer we used a state income tax to pay for adequate, well-maintained roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
245	8/29/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	This is a terrible option. You want to charge tax paying citizens and not fix the pot holes that are already existing in the roads and charge to make people get somewhere faster that was free...how about find another viable transit options and stop wasting our time and money!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
246	8/29/2024	Caryn Clopton	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes	The cost of using the commuter lanes would become costly. My children will probably go to school in the downtown area during their either school careers. There are no test-in schools in Antioch. Would TDOT consider reduced fees for student commuters and families?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
247	8/29/2024	Anonymous	Against	Yes	Travel to/from home, Recreation	other	Yes	No	No	No	I don't think this will help. Create a public transportation system that is inclusive	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
248	8/29/2024	Cara Tuttle	Against	Yes	Travel to/from work, Travel	Daily	Yes	Yes	No	No	This is so inappropriate, elitist, classist, and unfair. Just fix the roads for everyone. TDOT should be a service. Government should provide services for its citizens.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					to/from home							
249	8/29/2024	Toby Collins	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	I am not in favor of choice lanes and view this as a way to re-tax citizens for the use of publicly funded roadways adjacent to an interstate that should be made adequate through the tax that is already in place. These choice lanes would not be needed if the current tax money was utilized appropriately, and as originally designed, to make the needed improvements to the current interstate system (I24).	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
250	8/29/2024	Chelsie Lykens	Conditional	Yes	Recreation	other	Yes	No	No	Yes	My concerns about this project primarily center around the private sector partnership aspect. I do not wish for my tax dollars to be used for the for-profit benefit of a private corporation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
251	8/29/2024	Debora Lorenston	For	Yes	Travel to/from home, other	other	Yes	No	Yes	Yes	I like what I am hearing. I like the private contractor aspect, so that public funds can be used elsewhere.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
252	8/29/2024	Kelvin Brown	For	Yes	Travel to/from work	Multiple times a day	Yes	No	Yes	Yes	I love the project. But PLEASE also communicate with NDOT to sync major roads and their stop lights such as in NYC. For instance, Murfreesboro road lights don't need to be stop and go, stop and go. They need to all be one color such as green for around 3 to 4 minutes. This will help with the flow of traffic AND won't cost much. Thank you for your time.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
253	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	This is a dumb idea that does not belong in a red state. This is socialist bullshit that belongs in blue states where people are dumb enough to pay for it. No thanks.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
254	8/29/2024	Robert Baird	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
255	8/29/2024	Anonymous	For	Yes	Recreation	Once a week	No	No	Yes	Yes		
256	8/29/2024	Daniel Walton	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
257	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Multiple times a day		No	No	Yes	In the context, " Choice Lanes are new lanes added to congested urban highways" are in the definition which adds the problem that already exists. Capitalizing on the already "congested" traffic for financial gain does not help anyone but the city to gain more money. The expressway as it exists now is already congested and damaged with potholes. Also, the constructing of the "choice lane" does not match the amount of lanes that are there now and will further restrict users for several years to use it currently to use it efficiently.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 6.
258	8/29/2024	Dan Reizner	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	The best use of the funds for this project would be to create more lanes for everyone to use and not be a toll lane. Create two new lanes in each direction.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
259	8/29/2024	Stephen Scarbourough	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes	With regards to the choice lanes being ran by a private company and being able to adjust the prices of the fees, there should be a max amount that can be charged for the choice lanes, regardless of the time or usage. For example, I commute daily from Manchester, and would not want to pay $20 a day to use choice lanes. Also, there should be more traffic enforcement, truck lane enforcement, and a minimum speed.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5. As the project develops there will be public hearings in early 2025 with more information.

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260	8/29/2024	Hunter Gast	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	Yes	Concern regarding disruption of traffic flow during the project without enough functional impact to be worth it.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response comment 1.
261	8/29/2024	Jessica Mrozinski	For	Yes	Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	Thank you to everyone who explained the project to me	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
262	8/29/2024	Anonymous	Conditional	Yes	Travel to/from home, other	Once a week	No	No	No	Yes	my main concern with this is the cost of the tolls, and why they chose this stretch of I24 to test toll lanes on. I understand what TDOT is trying to do	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
263	8/29/2024	Anthony Coon	Conditional	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes	Please be sure the public is fully engaged about any impacts to businesses along the corridor. For instance, on Exit 59, one of the alternatives would essentially obliterate the new Chinatown district coming to Antioch along Hickory Hollow Pkwy, which the community would be livid about. So we all need to be engaged every step of the way.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 77.
264	8/29/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	No	Yes	Choice lanes only help small group of people. I would strongly prefer Tennessee tax dollars go into a STRONG public transportation plan. We should have a train going across the state or at the least the Middle Tennessee area. If the legislature and TDOT would focus on every group in Tennessee, they would realize public transportation can bring jobs and less car pollution. It would be more aesthetically pleasing and bring in	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 202.

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											consistent money. 6 car lanes = insane and idiotic. Utah has a very successful and clean train system. The same for the DC metro area. Choice lanes do not benefit the population as a whole at all. If they get approved, it will just show again how greedy and unjust Governor Lee is.	
265	8/30/2024	Robert Houser	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes	I am all for it. I do not mind paying or having a toll pass to use the lanes. I am used to tolls from travelling in NW Indiana and Chicago Area often.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
266	8/30/2024	Anonymous	For	Yes	Travel to/from work	other	Yes	Yes	Yes	No		
267	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	Pay to play lanes are classist and negatively affect the underprivileged in our community. We need access to better transportation for ALL.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
268	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	No	No	We need rail and other public transport, NOT pay to play lanes for the rich. Tennesseans don't want this!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
269	8/30/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	I am against all toll roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
270	8/30/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	I don't see where there is room to add these lanes. The construction, if you find space, would take forever. How do you intend to ease traffic during these years?? It will be a nightmare and people will not use it. I am totally against it. You guys	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											missed the boat on public transport decades ago. Unless you build up or underground, forget it.	Please see the response to comment 1.
271	8/30/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	Tennesseans do not need a rebranded toll road. We need better cared for highways, smarter construction and design, better traffic enforcement for lunatic drivers, and more bypass options. Choice lanes in other areas are way underused due to their prohibitive cost. The money is better spent on improving and expanding our existing system. Tennesseans do not want a pay to play system any more than we want new and higher taxes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 202.
272	8/30/2024	Daniel Buchanan	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	You can call this project Choice lanes until you're blue in the face.. but the fact is in order to use them I must pay a toll. Yes, it is a choice. But the choice is whether or not I want to pay a toll. As a first responder I have seen the failure of the digital speed limit signs with lane closure signals. Our local drivers simply do not care what is on the sign. That 60 million dollar project is a failure and this toll lane project will be a failure for the state and local government agencies. The only success will be private businesses who will set the price of the toll's and receive the profit. I am personally not against toll roads, I have driven many of them in many other states. I am 100% against the State of TN and TDOT calling this Choice lanes only to sugar coat what they really are. Toll lanes. If this project, like the digital speed limit sign project before it, was such a great idea, you would	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											inconvenience Williamson county residents with it also.	
273	8/30/2024	Dan Burns	Conditional	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes	I'm a Nashville contractor living next to the proposed toll road. While the 'choice lanes' promise less congested travel for those who can pay, construction will affect everyone, and tolls often place a disproportionate burden on lower-income residents. Tennessee's history of rejecting federal funds for highway projects raises concerns about whether this initiative serves the public or private interests. However, I see potential in Nashville's WeGo bus system, which plans to expand service along this corridor using these lanes at no extra cost to riders. This could offset some equity concerns by providing faster, more reliable transit. But for this to work, WeGo's promises must be fully realized, and the broader impact on our community carefully monitored. We should prioritize solutions that are equitable and beneficial for all.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comment 6 and 14.
274	8/30/2024	Anonymous	For	Yes	Recreation, other	Once a week	Yes	No	Yes	Yes	Please DO NOT permit "self-identified" multi-passenger vehicles to use Choice Lanes at their own discretion, as it will not be able to be effectively enforced and it will be taken advantage of much like it is now, rendering it much less effective and provide less value for paying customers. Also, given the absurd cost to electric vehicle (EV) annual registration fees in stark contrast to gasoline vehicles in Tennessee, an incentive of permitting registered EV owners a full state-subsidized incentive or partial reduced state-subsidized rates to use Choice Lanes would provide more fair value and useful incentives for excessive registration rates	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											that are many times over what gasoline vehicles currently pay annually in Tennessee—this would also likely garner more support for the project by existing EV owners realizing future potential in value.	
275	8/31/2024	Michael Corl	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	No	Yes	This project is less useful to the average working commuter than a park and ride, light rail, or even expanded mass transit. Tennessee's tax dollars and federal grants would be better spent taking a larger step toward minimizing the number of vehicles on the road and implementing and expanding more traffic calming measures similar to the variable speed limits that have been partially introduced on 24 south of 440. The reworking of interchanges going into downtown on 24, a more robust alternative to ride share traffic from downtown to BNA, and the expansion of public transit would do more to fix traffic issues in the long term at less cost and construction delays. This system primarily benefits occasional travelers and those with the resources to pay daily fees for fast travel, a shrinking group in an already strained economy. The roads are barely maintained as it is under Bill Lee's leadership, adding more road surface area is not going to improve that situation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
276	8/31/2024	Julie McReynolds	Against	Yes	Travel to/from work	other	Yes	No	No	No	This is a waste of tax payer dollars. The common everyday people want light rail. The state should work for all and invest this money in a light rail system that goes throughout Tennessee to places including Murfreesboro, Nashville, Clarksville, Memphis, Knoxville, Chattanooga, Johnson City.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.

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277	8/31/2024	Armanda	Against	Yes	Travel to/from work	other	Yes	No	No	Yes	I am NOT in favor of Choice Lanes. I would a proposal for Light Rail.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
278	8/31/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	DO NOT DO THIS! PLEASE	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
279	8/31/2024	Bria Beaird	Against	Yes	Recreation	I do not travel the project corridor	Yes	No	Yes	Yes	A private company will absolutely fleece us for every dollar they can get while having a total monopoly on the roads. Nothing about this is how a free market works, so combining government with a for-profit organization is the worst of both worlds.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
280	8/31/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes		
281	8/31/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	Yes	No	Yes	I am concerned that price gouging will occur during traffic jam periods of time.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
282	9/1/2024	Jim Grinstead	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	Yes	I understand the need for license plate readers for enforcement of choice lanes. I vehemently object to installing them without front cameras that identify the driver. Without those, government cannot meet its burden of proof to identify the offender. Such technology is available and	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											while it's more expensive, saving money is no excuse for violating civil rights. Even a police review of the photo can't accomplish this. What's worse is that a company operating the system has an incentive to bully a vehicle owner, not the violator to pay a fine. While I think the project is worthwhile, I would oppose it on these grounds alone. We should not surrender our civil rights for faster traffic or government efficiency. If the state cannot meet its burden of proof, it, or its designee, should not bully the people it is intended to protect, from being wrongly penalized. Pay the extra money. Make government meet its burden of proof. That's justice.	
283	9/2/2024	Anonymous	Against	Yes	Travel to/from home	Once a week	Yes	No	No	No	I do not understand using tax dollars to build roads then giving control to a private corp to reap the rewards. Use the money to add lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
284	9/2/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	It would be much better for the city in the short term and long term to put funding and work into an accessible public transportation system instead like many other cities.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
285	9/2/2024	Laurel O'Neal	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	If the two left lanes (inside lanes) are "choice" or "express" lanes for commuters, does that not mean that all vehicles over 6 wheels will be in the two right (outside) lanes, which commuters necessarily MUST use to take their exit? Meaning that all the express traffic will have to merge right through walls of 18-wheelers? And have to pay for that? How does this benefit anyone living in Murfreesboro? We would	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 21 and 43.

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											be paying for the interchange adjustments at I-24, I-40 and 440 pkwy, which is a Nashville problem. The Murfreesboro-Smyrna-LaVergne-Nashville corridor of i-24 is congested because it's a primary interstate connecting the north and south and it's not meant for day-to-day commuter traffic - not to mention that if the same quality of jobs were available in Murfreesboro, there wouldn't be so many commuters. But no, poor city planning means people forced to work outside of their city should have to pay to use half of the highway, right? Y'all don't care what people want or need.	
286	9/3/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Trains instead, please.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
287	9/3/2024	Robin Strickland	Against	Yes	Travel to/from work, other	other	Yes	No	No	Yes	Having seen this in Atlanta I don't believe it will help volume. Most people myself included won't pay yet another fee while cost of living is at an all-time high. Having sat in this traffic since the mid 90's it seems there are 2 causes that the choice lanes won't solve but can be addressed. Number 1 are the onramps. Traffic backs up from Bell Rd. and Harding due to the short onramps. Haywood Ln. to Harding has a dedicated lane between both exists and traffic has ample time to merge on and off respectively. Solution: Add dedicated lanes between exits. Money better spent. Number 2 is a problem that no one really want's to hear - the volume of 18-	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											wheelers. Each one of those vehicles takes up the space of 4-5 passenger cars and there is a SIGNIFICANT number of them on the road during rush hour. Solution: Stage the off the road from 7:00-8:30 AM. Also a lot of these guys do not want to abide by the "trucks in the right hand lanes" requirement. Just my opinion and observation. Thanks.	
288	9/4/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	No	Yes	This project does not seem like it will help to ease congestion and it's unfair to have to pay more money towards roads when we are already being taxed. The construction period alone will lead to more loss of life on an already very dangerous corridor. Put this money towards adding more troopers to enforce speed limits. You never see law enforcement in this area . Speeders and reckless drivers lead to crashes and that adds to the congestion. I don't know anyone who supports this idea.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
289	9/4/2024	Justin Winchester	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	No	My only concern is when can you also do this for I-40 and I-65?? I travel all major interstates in the Nashville area, and have been dying for some sort of express lane or toll. That, and please for the love of God someone fix the single lane exit on 440 to 24 westbound as well as the 24 entrance to 440 westbound. They back up for miles on a daily basis.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 40.
290	9/4/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No		

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291	9/5/2024	Matt Haskell	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	No	No	Toll lanes, particularly newly created ones leased to private companies that don't currently exist in Tennessee, are an abdication of our responsibility to leave Tennessee better than we found it. Tennesseans want better options, instead of higher priced ones that exacerbate existing problems. TDOT would better spend its efforts on bus lanes and car free routes to schools and other services, to reduce demand on existing infrastructure	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
292	9/5/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes	As long as these are priority lanes for buses/public transit, and there is ENFORCEMENT for those who aren't following the law, I'm a supporter.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
293	9/5/2024	Richard Swanson	Against	Yes	Recreation	other	Yes	No	No	No	Craziest idea I've ever heard. Waste of time and money	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
294	9/5/2024	Shank Reagon	Conditional	Yes	I don't travel this corridor	other	Yes	Yes		Yes	Not at the moment	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
295	9/5/2024	Andrew Littlefield	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	Yes	No	I'm very concerned about the duration of the construction. Also I think we should repair I-24 before jacking it up again.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.

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296	9/5/2024	John Arthur Meek	For		other	other	Yes	No	Yes		Build 2 choice lanes at the airport	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
297	9/5/2024	Kevin Brown	For	Yes	Travel to/from work	Daily	Yes	No	Yes	Yes	I love this project, however please communicate with NDOT about syncing stop lights on major roads. For instance, Murfreesboro Rd sync all the lights green for about 3-4 minutes to help with traffic flow and low cost.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
298	9/5/2024	Elizabeth Dudas	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	How will construction be done? One section I-24? Downtown from Murfreesboro Rd? How will neighborhoods be impacted?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
299	9/5/2024	Mark Cleveland	Conditional	Yes	other	Once a week	Yes	Yes	Yes	Yes	Failure to maintain traffic today by the state in promotion of improved traffic management - because its bad congestion now and will get worse during project.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
300	9/5/2024	Alice Ann Reid	Uncommitted		Recreation	other	Yes	No	No	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
301	9/5/2024	Jeanette Goggins	Conditional	No	Travel to/from home	Daily	Yes	Yes		Yes	I am highly concerned about how disruptive this project will be to the community of Antioch especially during construction. I am also concerned about long range benefits to state tax payers since private entities do not have to respond to us but to their stakeholders.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 1.
302		Andrew Miller	Against	Yes	Travel to/from work, Travel to/from	Daily	Yes	Yes	No	Yes	I do believe that the project is a long term waste of money when we should be investing in high speed public transit. Davidson county continues to brag that we are growing so fast. If it is that obvious	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
					home, Recreation						to you you should see the need for mass transit over additional roadways	
303	9/5/2024	Charles Spires	For	Yes	Travel to/from work	Once a week	Yes	Yes	Yes	No		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
304	9/5/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home, Recreation	other	Yes	No	No	No	I would support this as long as a corporation is not gaining control of these lanes. The costs that a corporation can incur and change at the will of a corporation controlling these will make the lane utilization basically nothing. So once you ensure it won't be a corporation controlling pricing and let the state control it then I will support it but changing pricing at random even after entering the lane is ridiculous. Please add info on if pricing will be restricted or if the corporation gets full control and stop hiding behind a slightly good image	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
305	9/6/2024	Anonymous	Conditional	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes	I conditionally support the idea. First cost analyst must be conducted to determine the difference in cost of Choice Lanes and Commuter Rail. Additionally, Choice Lanes must be analyzed in other states to determine what the public said about them before developed vs. usage today. What I saw in Miami was multiple lanes of stopped traffic while the pay lanes breezed through without stopping. The Choice Lanes must use license plate readers and not a prepay system…out of state travelers could not utilize the lanes as the don't have a pass prior to entering the State. One guarantee, no matter what's done, something must happen. We will have	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											complainers no matter what action us taken.	
306	9/6/2024	Dylan Ringel	Conditional	Yes	Travel to/from work, Recreation	other	Yes	Yes	No	Yes	The concept is nice, but it's a really expensive way to avoid a true solution (e.g. passenger rail on the corridor). The only redeeming quality is that buses have access to the choice lanes. However, choice lanes do NOT solve the problem of congestion on the I-24 corridor. More concerningly, for private vehicles, this project is biased towards those with greater wealth and disproportionately improves their travel times while not aiding commuters who may not be able to afford the choice lanes. To make the choice lanes project effective at reducing traffic congestion along the corridor, and provide suitable access for those who are not in a financial situation to purchase access to the lanes, consultation should be done with the Nashville RTA to construct bus stations along the choice lanes corridor for regional service to have regular stops to service more areas. These bus stations should provide adequate parking unless local bus service is also present.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
307	9/7/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	No	We need better public transportation. More trains and easy connections.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
308	9/7/2024	Anonymous	Against	Yes	Travel to/from work, Recreation	other	Yes	No	No	Yes	TN residents should not have to pay an additional cost to drive on roads they have already paid for through taxes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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309	9/8/2024	Christopher Schafer	For	Yes	Travel to/from work, Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	No	If we are building choice lanes, it would be good to add public transit along side or as a part of it a train or tram service from Murfreesboro to nashville	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
310	9/8/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	No	Yes	Yes	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
311	9/10/2024	Jesse Call	Against	Yes	Travel to/from work, Recreation	Daily	Yes	No		Yes	I would like an alternative that is more equitable to those who wouldn't be able to afford choice lanes as an option	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
312	9/11/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	TDOT can't even fix that portion of 24 that has layers of pavement missing and has for at least a year. Also where is there room to put in all these extra lanes. If that could have been done then why not just widen the road to begin with. It's ridiculous to have to pay for choice lanes. All the money spent in that corridor on the cameras and signage for lanes closures and variable speeds have done nothing to ease traffic. And I don't think that this will either.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
313	9/12/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	Yes		Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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314	9/12/2024	Jim Simpson	Conditional	Yes	Recreation	other	No	No	Yes	Yes	Do you know the difference in cost between light rail and choice lanes?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
315	9/13/2024	Ben Newman	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	I think that the project needs to allow for an additional interchange between Almaville Rd and I 840 so that area can develop for much needed job creation.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
316	9/13/2024	Massimiliano Guglielmo	For	Yes	Recreation	other	Yes	Yes	Yes	No		
317	9/14/2024	Anonymous	For	Yes	Recreation	I do not travel the project corridor	Yes	Yes	Yes	No		
318	9/14/2024	Vladimir Betancur	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	Yes		
319	9/14/2024	Marcela Castano	For	Yes	Travel to/from work, Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes		
320	9/14/2024	Anonymous	For	Yes	Travel to/from work	Multiple times a day	Yes	No	Yes	Yes		
321	9/14/2024	Anonymous	Conditional	Yes	Recreation	other	Yes	No	Yes	Yes		
322	9/14/2024	Freida Cameron	Uncommitted	Yes	Recreation	other	Yes	No	Yes	Yes		

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323	9/14/2024	Anonymous	For	Yes	Travel to/from home	Multiple times a day	Yes	No	No	Yes	Please Offer senior discount	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
324	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	Yes	No		
325	9/14/2024	Anonymous	For	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes		
326	9/14/2024	Anonymous	For	Yes	Travel to/from home	Multiple times a day	Yes	Yes	Yes	Yes		
327	9/14/2024	Anna Jones	For	Yes	other	other	Yes	Yes	Yes	Yes	Hope it works!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
328	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Once a week	Yes	Yes	Yes	Yes		
329	9/14/2024	Anonymous	For	Yes	I don't travel this corridor	I do not travel the project corridor	No	No	No	Yes		
330	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	Yes	Yes	Yes	Yes		
331	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
332	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes		Yes		

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333	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	No		
334	9/14/2024	Anonymous	Conditional	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes		
335	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	Yes		
336	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	No	Yes		
337	9/14/2024	Monica Kemp	For	Yes	Travel to/from work	Once a week	Yes	No	Yes	No		
338	9/14/2024	Anonymous	Conditional	Yes	Travel to/from work	Daily	Yes	Yes	No	Yes		
339	9/14/2024	Anonymous	Conditional	Yes	Recreation	I do not travel the project corridor	Yes	Yes	Yes	Yes		
340	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
341	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		

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342	9/14/2024	Connie Lee	For	Yes	Recreation	Once a week	Yes	No	Yes	No		
343	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
344	9/14/2024	Anonymous	For	Yes	Travel to/from home	Daily	Yes	No	No	Yes		
345	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	Yes		
346	9/14/2024	Anonymous	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes		
347	9/14/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
348	9/14/2024	Anonymous	Against	Yes	Travel to/from work	I do not travel the project corridor	Yes	Yes	No	Yes		
349	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	No		
350	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Daily	Yes	No	Yes	No		

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351	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
352	9/14/2024	Anonymous	Against	Yes	Travel to/from work	Daily	Yes	Yes	No	No		
353	9/14/2024	Anonymous	For		Recreation	Once a week	Yes	No	Yes	Yes		
354	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	Yes	Yes	No		
355	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	No	No	Yes	Yes		
356	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
357	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes		
358	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	No	Yes	Yes		
359	9/14/2024	Anonymous	For	Yes	Travel to/from work	Once a week	Yes	No	Yes	Yes		
360	9/14/2024	Anonymous	For	Yes	Travel to/from home	Daily	No	No	Yes	Yes		
361	9/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	No	No	Yes		

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362	9/14/2024	Ariel Lancaster	Uncommitted	No	Travel to/from work, Travel to/from home, Recreation	Daily	No	No	Yes	Yes		
363	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	Yes		
364	9/14/2024	Anonymous	Uncommitted	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes		
365	9/14/2024	Anonymous	For	Yes	Travel to/from work	Daily	Yes	No	Yes	Yes		
366	9/14/2024	Anonymous	For	Yes	Travel to/from work, Recreation	Daily	Yes	Yes	Yes	Yes		
367	9/14/2024	Anonymous	For	Yes	Recreation	Once a week	Yes	Yes	No	Yes		
368	9/14/2024	Anonymous	For	Yes	Travel to/from work, Travel to/from home	Once a week	Yes	No	Yes	Yes		
369	9/14/2024	Debrah Balthrop	For	Yes	other	Once a week	Yes	Yes	Yes	Yes	It's about time!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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370	9/14/2024	Anonymous	Against	Yes	Recreation	Once a week	Yes	Yes	No	No	Light rail would be better	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 3.
371	9/15/2024	Caeter Nadeau	Against	Yes	Travel to/from work, Travel to/from home, Other	Daily	Yes	Yes	No		It makes no sense to have tax payers fund this project and then be required to pay to have access. Another thoughtless money grab. The lanes will be underutilized compared to having them open to all. Hate the concept of pay to play. Everyone in favor of this needs to think very hard about why they're doing this and maybe try to put yourself in the shoes of someone who has to commute it everyday and doesn't have the extra money to get in your "fast pass" choice lanes. I vehemently oppose this. If you actually wanted to do something to make a difference you'd work on creating a network of train, busses, or park and ride facilities that would cut down. Still you need to do this within reason. Realize that people can't always commute with others and allow people autonomy. CHOICE LANES are NOT the answer.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
372	9/15/2024	Granville Dismukes	For	Yes	other	Once a week	Yes	No	No	No	I would like to see another I-24 exit available between Almaville Road and 840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
373	9/15/2024	Anonymous	Against	Yes	other	Once a week	Yes	No	No	No	This is just another tax disguised as a fee. I am surprised the group that complains about the haves and have nots has not spoken against this since there are those that won't have the money to use these	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											lanes. I have seen these lanes in Atlanta and Charlotte and they don't appear to be heavily used.	
374	9/15/2024	Holden Ayers	Conditional	Yes	Recreation, Other	other	Yes	No	No	No	The long term success of this project depends on transparency. In the realm of public-private partnerships, especially on transportation infrastructure, transparency and reliable, up-to-date information are of utmost importance. Without robust transparency and a clear understanding of decision making, the public will never fully trust shareholders and rumors of corruption and self-serving will follow this project for its lifespan. What current and proposed rules and laws govern transparency for this project and what are the sanctions for failing to maintain transparency? In addition, while toll lanes are proven to improve congestion conditions in the short term, without robust regional mass transit plans, they will fail to solve traffic problems long term as traffic returns to old patterns. What guarantees are being made by both government and private shareholders to ensure funding and support for future mass transit projects? To close, just remember sunlight is the best disinfectant.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Implementation of Choice Lanes projects are governed by the Transportation Modernization Board. You can learn more at https://www.tn.gov/tdot/build-with-us/transportation-modernization-board.html. The I-24 Southeast Choice Lanes projects is not intended to independently fund or support future mass transit projects. However, TDOT will continue to partner with WeGo on potential future transit opportunities.
375	9/15/2024	Jason Beavers	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	Yes	No		
376	9/15/2024	Anonymous	Against	Yes	Travel to/from work, Travel to/from	Once a week	Yes	No	No	No		

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					home, Recreation							
377	9/15/2024	Judson Lancina	For	Yes	Recreation	Once a week	Yes	Yes	No	No	I am desperately for this project especially if it includes new WeGo bus routes along the corridor	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
378	9/15/2024	Abram Eyler	Against	Yes	Recreation, Other	Once a week	Yes	No	No	No	Please don't ruin I24. They have these lanes in Atlanta, and they are not used. They have only contributed to more congestion. This is a complete waste of money and resources for our city. Focus should be on fixing and maintaining the roads we have and expanding roads where possible.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
379	9/15/2024	Lee Branchizio	Against	Yes	Travel to/from home, Recreation	Daily	Yes	No	No	No	This will only ruin I24. They have the same kind of lanes in Atlanta and they do not work. We should focus on repairing the roads we have	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
380	9/15/2024	Jeremiah Wooten	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	Yes	Yes	No	The transit component is the biggest opportunity for success, but also the easiest thing to not implement well. While even the future build scenario shows some segments of failing lanes, we know the capacity improvements by shifting folks from personal vehicles to rapid transit are huge for unlocking additional movement on the corridor. I worry that as contractors are looking to cut costs, they will minimize the transit features of the corridors. In many states transit centers, park and rides, and transit platforms are build into the Express Lanes, so that transit vehicles aren't slowed down by having to exit the express lanes. I want to make sure the team is	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											intentional about designing transit components into this project that can carry not just the estimated 2x, 3x, or 4x increase in ridership, but a vision for a future system that carries 5,000 to 10,000 people a day like the existing Route 55 Murfreesboro Pike route does.	
381	9/15/2024	Anonymous User	Conditional	No	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	No	No	No	No		
382	9/15/2024	Anonymous User			Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	No	Start enforcing proper use of existing HOV lanes AND speed limits and reckless drivers!!!! I SAY NO to Choice Lanes in TN. They are not helpful in Atlanta, GA. This project discriminates against low and middle income families. You can do better than this, TDOT.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
383	9/15/2024	Anonymous User	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	Yes	No	We shouldn't be spending public money on something that only people with means can truly benefit from. Even a small daily fee (which I doubt it's actually going to be) is something that the majority of families cannot afford just to have a smoother daily commute. We should be spending money on solutions that all people can benefit from.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
384	9/16/2024	Jessica Brown	Against	Yes	Travel to/from work	Multiple times a day	Yes	No	No	No	I am a rideshare driver. I drive all of our roads multiple times a day several days a week, about 500 miles in county week. This is a TAX pure and simple that will affect some of our areas of town and into Rutherford County that are working multiple jobs struggling to pay for housing and utilities. I was raised in KY I know a toll road when I see one. They are unneecessary especially with the Infrastructure Bill pouring money in to our	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											state. It is of the same ilk that put a sewer tax on Davidson county (public private funding) to pay for the Titans stadium. We need to be the best we can be and not mimic other places. Getting business to have more flex time is a MUCH better option. Encouraging all transportation options including rideshare is a better option. in my 500 miles a week. I take at least 40 cars off of our roadways. I drive days so i drive folks to work, dr. appointments, business meetings, etc. - I will vote NO and advocate against.	
385	9/16/2024	Sam Huddleston	For	Yes	Travel to/from work, Travel to/from home, Recreation	multiple times per week	Yes	No	Yes	Yes	According to the exhibits, it appears that Choice Lanes will start just west of I-840 in Murfreesboro/Rutherford County. Please look closely at creating a choice lane plaza and general interchange approximately between MM 72-73. The City of Murfreesboro 2040 Major Transportation Plan includes local roadway connections that could serve as the feeder system for the Choice Lane/General Interchange. These local roads propose connectivity to local and State routes in the area including SR 96, SR-1/41/70, and I-840 east and west of I-24. You may reach out to me at shuddleston@murfreesborotn.gov or 615/642-3127 so we can explore the opportunity for Choice Lanes to be more accessible to our motorists and residents. TDoT has always been a good partner for transportation and traffic improvements in our community. Thanks Sam Huddleston, PE Assistant City Manager	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Comment Date	Commenter Name	Do You Support This Project?	Do You Understand the Project as Presented?	Why Do You Currently Use the I-24 Southeast Corridor?	How Often Do You Travel on the Project Corridor?	Are You Familiar with Choice Lanes?	Have You Used a Choice Lanes Facility in Another State?	Would You Use Choice Lanes If They Were Available on I-24 Southeast?	Are the Visual Aesthetics of the Project Important to You?	Do You Have Any Comments and/or Concerns About the Project?	Response
386	9/16/2024	Jackson Hurst	For	Yes	Recreation	Once a week	Yes	Yes	Yes	Yes	I approve and support TDOT's I-24 Southeast Choice Lanes Project. The alternative that I support for TDOT's I-24 Southeast Choice Lanes Project is Alternative 2 because Alternative 2 will provide elevated Choice Lanes and will provide a Choice Lanes interchange at TN-155/Briley Parkway, which will improve safety, reduce congestion, and improve travel times on I-24 from I-40 to North of I-840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
387	9/16/2024	William Braden	Uncommitted	Yes	Travel to/from home	Once a week	No	No	No	Yes	I am wondering where the real estate is coming from especially in the Antioch, SE Nashville areas. This sounds like a very expensive 5-10 year project. I'm also wondering if due consideration has been given to putting commuter buses on improved shoulders and enforcing HOV lanes, a much less involved trial.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
388	9/16/2024	kevin waldron	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	No		
389	9/16/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation, Other	Once a week	Yes	Yes	No	No	I am totally opposed to adding any toll lanes in Tennessee (YES, these are TOLL lanes, despite deceptive attempts to label them with a more friendly name). The added lanes should be toll free, available to all current car traffic.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
390	9/16/2024	Mark Cleveland	For	Yes	Travel to/from work, Travel to/from home, Recreation, Other	Once a week	Yes	Yes	Yes	Yes		

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391	9/17/2024	Lydia Benda	For	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	Yes	Yes	Representing WeGo, I'm concerned about the future connections of Transit Park & Ride facilities to the Choice lanes. Have Park & Ride locations been identified? Please coordinate with WeGo Public Transit to optimize Park & Ride locations and Bus Transit operations. If it takes people more time and they need to go out of their way to find a Park & Ride location, it will discourage transit usage. We want to make sure that the transit riding experience is convenient, safe, and efficient to encourage more people to use transit.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 374.
392	9/17/2024	Michael Kuhlman	Against	Yes	Travel to/from home, Other	Once a month	Yes	No	No	No	I believe choice lanes will become mandatory for all lanes over time and don't want toll roads in my home state Tennessee. Please look at other alternatives.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
393	9/17/2024	Joni Cockrill	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	No	Yes	No	Regarding entry/exit access points- Let the Private Partner help fund two new interchanges at Rocky Fork & Baker Rd for access points. Don't make "Exclusive" ramps; allow use by all to help eliminate congestion at existing ramps. Imagine how angry residents would be if they had to pay to use the new ramps. Sharing the costs for two new ramps will likely eliminate the need to redo exit 70, State Rt 102. It would be much cheaper to build two new ramps than redo exit 70, especially if costs are shared with the PP. Rocky Fork and Baker Rd already have I-24 bridges and mostly undeveloped land making ROW easy to obtain. Opening a ramp at Baker Rd. will accommodate traffic from MULTIPLE new subdivisions on Baker as well as MBoro's Blackman	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											area (possibly diverting 1/2 of exit 70's massive congestion.) We can both eliminate costs of redoing exit 70 as well as share costs with PP for two, new desperately needed ramps at Rocky Fork and Baker Roads. Now is the time!!	
394	9/17/2024	Stan Vaught	Against	Yes	Work/airport	Once a week	Yes	Yes	No	No		
395	9/17/2024	Gregory Henson	For	No	Travel to/from work	Multiple times a day	Yes	No	No	No	Elevated highways need to be built so that I-65, I-24, and I-40 do not directly interact.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
396	9/18/2024	Michelle Henson	For	Yes	Travel to/from work	Multiple times a day	No	No	No	No	Recommend separating the 3 insterstates that come together around Nashville using elevated highways or something so you don't have to go always go from far right lane to far left lane and vise versa when staying on the same interstate.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
397	9/18/2024	Anonymous User	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	The charge to use this will only increase. The revenue from this won't be used responsibly. Having a private company own/run this is very suspect.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
398	9/18/2024	Kevin Drake	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	This might be the worst attempt to solve the growing traffic problems facing the area. Additional lanes has never been a long term solution anyways, and these won't be used to their capacity anyways if people have to pay to use them. This area needs something with a long-term goal, not this short sighted cash grab. Successful cities have a transit system that includes light rail, not just busses. Clearly this is about getting money out of the people, not solving the issue at hand.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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399	9/18/2024	Dorothy Sokol	For	Yes	Travel to/from work	Daily	Yes	Yes	Yes	No	Put them on I-24 & then put them on I-65 & I-840.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 40.
400	9/18/2024	Michelle DeLora	Against	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	No	No	Living in Nashville continues to cost more and more. I don't feel welcome here anymore, after 20+ years. I can barely afford to live here and now I have to pay to drive here too? I'm sad to say after choosing Nashville as my home, 22 years ago after graduating college, I am actively looking at other states to move to that are more resident focused and not based on tourism.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
401	9/18/2024	Kristen Helou	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	No	We are a community of have and have nots, and now we are going to make roadways the same? I work with several people from the Murfreesboro area. To ease their commute they now need to pay? And how much? The answer is ridiculous---it depends. I wish TDOT would focus on improving our existing roads. This is a project that is supposed to look like it is to help commuters, when in actuality it looks like a money grab by the state. Instead of considering mass transit, which we are woefully in need of, we're looking for a way to people who can afford to pay extra for the drive. As I see it, the most benefit goes to these outside contractors who control it for the next 50 years.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
402	9/19/2024	Anonymous User	For	Yes	Travel to/from work, Travel	other	Yes	No	Yes	Yes	In favor of the project for easy of commute and improving safety. In addition, access and local tributaries for accessing the lanes/interstate need	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					to/from home						local support to minimize the feeding of the route(s).	
403	9/19/2024	Anonymous User	For	Yes	Recreation, Other	when traveling	Yes	Yes	Yes	No		
404	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Other	several times per month	Yes	No	No	Yes	This will financially impact those who can least afford it. In many states, including my birth state of Michigan, highways have express lanes that don't charge anything for those not needing local lanes. The surge pricing model is absolutely ridiculous. Further, poor civil engineering planning on your part should not require people to pay for the privilege of driving in less congested traffic. Providing these lanes will most likely make commutes more congested rather than less. A better option would have been a by-pass of downtown Nashville which would alleviate the congestion of truck and non-local (interstate) traffic. This really feels like a money grab by and for privileged people.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
405	9/19/2024	Felix Castrodad	For	Yes	Recreation, Other	Multiple times a year	Yes	Yes	Yes	Yes	Thanks TDOT for working on Choice Lanes and the P3 approach. The public outreach efforts to inform the public and the opportunity to provide feedback have been great. Providing transit service with the ability to use Choice Lanes facilities for free is a step in the right direction to incentivize transit use, grow ridership, and make transit a more competitive option for riders on this congested corridor. However, considering the scope and project funding amount, complimentary infrastructure for transit like park and rides within Choice Lane access points will be essential to ensure transit's quick and easy access and make it more appealing for riders. The lack of adequate park and ride facilities is a detrimental factor for regional transit service currently. This	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											project has the opportunity to address this need directly and WeGo trusts that TDOT and the private partner will implement this solution. WeGo stands ready to collaborate on this key project for the region.	
406	9/19/2024	Anonymous User	Against	Yes	Travel to/from work, Recreation	Once a week	Yes	No	No	Yes	I would prefer to see a train and/or subway or an updated metro bus transit system rather than Choice Lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
407	9/19/2024	Anonymous User	Against	Yes	Recreation	Once a week	Yes	No	No	Yes	There needs to be improvement all along I24, paying for use of a roadway as a privilege instead of improving to serve the community needs of inherent growth is a falsehood. Improving the number of lanes for growth should be shared equally across all users so it can benefit all users. Not just the privileged. The infrastructure bill passed by the government has already been used for projects across TN why is it not being considered for this? The state has an obligation to improve the lives of its citizens, the citizens Federal Taxes fund the infrastructure bill, why not have your citizens reap rewards of the tax payments they have already made.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 134.
408	9/19/2024	Ben Newman		Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	Yes	Yes	The Planning Department would like to see the project plan include either an interchange or access to choice lanes between 840 and Almaville Rd. This will help ensure development of land for job creation and growth that is needed in the region. Access could be choice lanes terminating off I24 to the west and east to the developable land. Also, vehicles could enter choice lanes directly from the west and east of I24 from the developable land.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											As the land in this area develops for job creation there would be a large market for the private partner of vehicles entering and leaving choice lanes. There are multiple projects proposed for this area that would develop for the highest and best use with access to I24. It is extremely important for employment creation to have access to I24 between 840 and Almaville Rd of either a full interchange or access to choice lanes. Thank you, Ben Newman Director of Planning, City of Murfreesboro	
409	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation	Once a week	Yes	Yes	No	Yes		
410	9/19/2024	Anonymous User	Against	Yes	Travel to/from home, Recreation	Multiple times a day	Yes	No	No	No	I am strongly against the Choice Lanes. I feel other options can be more effective in reducing traffic, including laws and regulations of vehicles on the road (ex. 18-wheelers) and reliable public transportation options that would reduce the number of cars commuting to work. Also, the current roads are not maintained, so why would this investment be made to add additional lanes (that are needed anyway) and make people choose to pay for them, when it is the same roads that people have been traveling in their deteriorating condition already. It is unfair to those that have to travel on the highway and it forces them to choose to have to pay more to commute. The 24 stretch between the split and Bell Road has hills (peaks and valleys) and if you have ever driven on this stretch, this also plays a part in the traffic when you have a greater volume of cars on the road. Cars	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											do not accelerate up the hills and they break going down the hill and adding other lanes will not solve traffic.	
411	9/19/2024	Anonymous User	For	Yes	Travel to/from work, Travel to/from home	Daily	Yes	No	Yes	Yes		
412	9/19/2024	Janet Pelmore	For	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	Yes	No	I grew up in a state that has always had express "choice" lanes. As an adult, I have lived in several states with these lanes. I relocated to Tennessee 40 years ago and never understood why it lacked these lanes and mass transportation!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
413	9/19/2024	Anonymous User	Against	Yes	I don't travel this corridor	I do not travel the project corridor	Yes	Yes	No	No		
414	9/19/2024	Elizabeth McClurkan	Against	Yes	Travel to/from home	Daily	Yes	No	No	Yes	Honestly, I think like this project is wishful thinking. It assumes that we live in this Utopia where more people are not moving here. Because more people are moving here. A choice lane is going to take away from the existing lanes and smush us into less lanes. Any kind of transportation improvement has to be worth it for people to pay into it. I really don't think it's the best decision. It seems like a waste of money. Honestly, and I've heard that people shot this down because it would supposedly cost too much money, I believe that an Elevated Train or monorail is the only solution. People want alternative ways to travel. We have limited space where we cannot really go wider. But we can go up. If you give us good quality, alternative transit, people will pay for it. And it will	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											pay fast. The amount of money it takes to make an elevated train or monorail will be offset super quick. Give us some thing other than taking a lane away from those who travel daily on this interstate	
415	9/19/2024	Tyler Wright	Uncommitted	No	Travel to/from work	Daily	Yes	No		No	I really hope the price is affordable for even lower class individuals since most of the population is lower income. I believe that is a lot of peoples concerns especially with prices on the rise already and with the upcoming years of that getting worse, what's the point in it if the price isn't slightly affordable	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
416	9/19/2024	Anthony Drozdowski	Conditional	Yes	Travel to/from work, Travel to/from home, Recreation	Daily	Yes	No	No	Yes	Make the Choice lanes clear for those travelling through the area. Cheaper prices for Tennessee residents.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
417	9/19/2024	Patty OConnor	Against	No	Recreation	Once a week	Yes	Yes	No	Yes	If we are adding more lanes why isn't that enough for traffic flow. We don't know what we are paying because it will depend on traffic flow and time of day. Ohio has express lanes that you do not have to pay for and it seems to work good. You should concentrate on the traffic thru Nashville. It is always a mess.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
418	9/19/2024	Anonymous User	Against	Yes	Visit grandchildren, children	Daily	Yes	No	No	No	Yes I feel it's unfair to those who can't afford it. I feel it's discrimination, how people with more money always get preferential treatment. Way to go Nashville let's discriminate and separate us all further. I am blessed and have the means to purchase it but I will not. I'm no better than those who can't use it to avoid traffic	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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419	9/19/2024	Anonymous User	For	Yes	Travel to/from home	Daily	Yes	Yes	Yes	Yes	It's been long overdue ...	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
420	9/19/2024	Anonymous User	Against	Yes	Travel to/from work, Travel to/from home, Recreation	Multiple times a day	Yes	Yes	No	Yes	I think a light rail is more of a sustainable option. As a person who works for a large vendor in the Nashville Yards (downtown Nashville) and live in Rutherford county. I would much rather commute via a train (and be able to work on my commute) as some of my colleagues who are able to, from Hermitage to Downtown. Long term, widening the funnel of traffic does not elevate the problem, that will get worse by the time this project is complete.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
421	9/19/2024	Pete Crowley	Against	Yes	Proactively submitting input before this reaches the Knoxville area		Yes	No	No	Yes	Privatizing highways is not a good idea. No public funding (local/state/federal) funding should be utilized for this project, including engineering/design by State employees.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
422	9/19/2024	Anonymous User	Uncommitted	Yes	I don't travel this corridor	Occasionally for vacations	Yes	Yes	No	No	Why do we have to pay to use our highways? Gas taxes pay for roads.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
423	9/19/2024	Anonymous User	Against	Yes	Recreation	Few times a week	Yes	Yes	No	Yes	Tennessee should NEVER EVER have any type of toll or choice lane. This is a ridiculous scheme set up to allow wealthier people easier access to a road that belongs TO US ALL. Nashville should be investing in light rail or a bus system that does not sit in the same traffic as the rest the vehicles. Choice lanes are bad for Tennessee. This should have been a referendum for the citizens to vote on. I hope this plan does not go through.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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424	9/19/2024	Jimmy Driver	Against	Yes	To Nashville to Dr. To dangerous to go for fun	Every six months	Yes	No	No	Yes	How will you add 4 lanes to an area with no land to expand? Widen bridges?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 147.
425	9/19/2024	Imani Copeland	Against	Yes	Travel to/from home, Recreation	Daily	No	No	No	Yes	I don't think we should be doing projects that cut off a lane of on an already busy highway and make traffic potentially worse for the general public. I also don't see how you guarantee no traffic in these lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
426	9/19/2024	Anonymous User	Against	Yes	Travel to/from work	Multiple times a day	Yes	Yes	No	No		
427	9/19/2024	Anonymous User	Against	Yes	Recreation, trips to nashville	other	Yes	No	No	Yes	I dont think state funds-property should be used for private profit. Wait until the funds are available to do the improvements. Who will oversee that the roadway is maintained, potholes, or other dangerous conditions, icing salt spreading, who will get priorty?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 6.
428	9/19/2024	Anonymous User	Against	Yes	Recreation	2-3 times weekly	Yes	No	No	Yes	Choice lanes are a way of providing special access to the roads for the rich. Instead of opening lanes to make more access available to all, it creates access for a special few. Regardless of how it is framed, choice lanes are just toll roads in disguise.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
429	9/19/2024	Anonymous User	Against	Yes	Travel to/from work	Daily	Yes	No	No	No	This project will hurt working families. Nobody travels I-24 between Murfreesboro and Nashville for fun. We do it because the jobs that pay enough to feed and house our families are NOT in our zip code/county. Why aren't you de-incentivizing tractor trailer, oversized load, heavy equipment or camper/trailers using 24 during rush hours? This punishes	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 43.

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											working people and steals from families. SHAME ON YOU!	
430	9/19/2024	Anonymous User	Uncommitted	Yes	Travel to/from work, Travel to/from home	Daily	Yes		No	No	I'm worried about the cost to opt in to use these. I'm all about putting up with some construction chaos as long as we get some traffic relief as a result, but what happens if people don't use it and things only become worse. I really hope this works, but I know I don't plan to use it. I think SE Nashville deserves some investment because a lot more people are moving over here and the building permit revenues have to to somewhere. It would be great to get some sidewalks, protected bike lanes, and some measures to hold people accountable for not following the rules of transit (running red lights, speeding through middle turning lanes to bypass traffic and other crazy things) and that may help in many ways too. I hope we don't put all of our efforts just on the choice lanes...and ultimately I hope we get some relief because the way I see it, traffic is only getting worse every year. Thank you!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
431	9/19/2024	Jonathan Grimes	Conditional	Yes	other	Once a week	Yes	No	No	Yes	Semi trucks need to be addressed. Work times need to be studied.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
432	9/19/2024	Anonymous User	Against	Yes	Travel for avocation and to visit other cities in Middle Tennessee.	Twice a week on average.	Yes	No	No	Yes	Yes, the traffic levels currently on I-24 are already so high, even adding multiple Choice Lanes now will only buy a couple of years relief at best. A better and more long lasting solution is what Texas did, privately owned and operated toll highways. They do not require closings on existing highways to the same extent, far	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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											less tax dollars, and payback for investors is more attractive. Middle Tennessee needs more highways not more lanes. TDOT think long-ball!!	
433	9/19/2024	Ted Parton	Against	Yes	Recreation, Other	A few times a month	Yes	Yes	No	Yes	Highly concerned about the environmental impact. The smog in the Nashville area has been getting worse. The noise pollution is also increasing. There are many studies that show adding more lanes just increases the numbers of vehicles on the road. I feel we need measures to reduce vehicles and encourage adoption of public transportation as well as urban density instead of the never ending sprawl. Moreover the P3 plan seems set to line the pockets of political cronies rather than to actually help the problems. Let's not be one another Atlanta.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

Podium, Email, Court Reporter and Phone Comments Received During Public Comment Period

#	Commenter Name	Source	Date	Comment	Response
434	Jeremiah Wooten	Virtual Meeting	8/14/2024	I saw the typical cross section illustrations. Do you have an idea of which segments would be the at-grade cross section and which segments would be the elevated cross section?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Yes. Information about the proposed Project, including typical sections, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed design alternatives are not final and may change based on a variety of factors.

#	Commenter Name	Source	Date	Comment	Response
435	S Williams	Virtual Meeting	8/14/2024	How can the proposed 4 additional lanes be accommodated with the current land space?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 147.
436	Sherri Paterson	Virtual Meeting	8/14/2024	I live in a neighborhood that backs up to I24 near Almaville Rd. exit. Roughly a mile away. We are a newer neighborhood and can hear traffic behind many of our homes. Can we get assessment for a sound barrier? I am new to area, but have lived in a county like this in suburban Atlanta and our county had sound barriers to help with noise and we lived 45 minutes from the city! Im curious why Rutherford County doesn't have them, yet has homes as close as they do to the interstates.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a noise study on potential impacts, positive or negative, the proposed Project could have on the surrounding area. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025.
437	Mariah Phillips	Virtual Meeting	8/14/2024	With the growing number of people moving to RuCo, and the current commute already over congested from 6am-9am, how will one less road for normal traffic help resolve our situation? It will be a financial burden on those who want to spend less time on traffic. And it will be a physical hardship on those who will have to spend an extra hour a day commuting. When are we going to solve problems instead of just profit off of our pain? What other solutions have been considered? Public transit would be great!!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 43 and 50.
438	Chris Keith	Virtual Meeting	8/14/2024	What is going to be done to help with the flooding along i-24 from exit 70 t0 840? Making 24 wider will just push more water on our homes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a floodplain analysis on the proposed Project corridor. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025. Please also see the response to comment 147 regarding selecting the recommended alternative.

#	Commenter Name	Source	Date	Comment	Response
439	Andy Metz	Virtual Meeting	8/14/2024	There is not enough space in between east and west bound lanes to accommodate 4 extra lanes without major overpass reconstruction. Is the 3rd party paying for this reconstruction, and how will construction impact our daily commute?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The private sector partner would design, build, finance, operate and maintain construction within the scope of the I-24 Southeast Choice Lanes project. Please also see the response to comment 1.
440	Robert Johnson	Virtual Meeting	8/14/2024	I have not heard of the Transportation Modernization Board before. Who are they? How are it's members selected?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 374.
441	Millie Sweeney	Virtual Meeting	8/14/2024	Will public transit (i.e., WeGo buses and others) receive free use of the paid lanes? As the state is allowing a private company to benefit from the fees for these lanes, free use by public transit must be included.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Yes. Also, please see the response to comment 13.
442	Millie Sweeney	Virtual Meeting	8/14/2024	Those traveling along this part of I-24 and who would most benefit from expansion of ALL lanes will have to now pay for their daily commutes to be less congested via these private, paid lanes. The common commuter will not have funding to do this. How will you address these disparities? Wouldn't it be better to simply have these expanded lanes available to all or to include an additional HOV lane(s). Our roads should be open to all without fees.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 4 and 5.
443	C Briley	Virtual Meeting	8/14/2024	Concerns include: 1. Once the tolls/fees are on they never come off 2. Tolls/fees increase over time 3. This idea punishes those that can't afford to live closer due to cost of living 4. Rewards those that have higher and can pay the fees vs those that this would create an undue burden 5. Gas prices are already approx $3.20 a gallon and this would create an even more expensive commute 6. Medical specialists are in Nashville, therefore this would put an increase in commute time/ fees to see providers 7. This would create a negative impact on military vets trying to get to the VA hospital/ clinics 8. This plan would be a money maker vs really having a positive impact on improving road conditions 9. Mass transit does not have the infrastructure to help currently in addition to the costs of riding transit, the bus transfers plus those that have health conditions riding with people that could be sick 10. Covid is on the rise and riding public transit could further increase the Covid #s	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
444	Mary Ellen Sloane	Virtual Meeting	8/14/2024	I would like to see the expansion of passenger rail before this project takes place. Please see the recent TN report on the expansion of passenger rail: https://www.tn.gov/content/dam/tn/tacir/2023publications/2023_PassengerRail.pdf	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
445	Robert Johnson	Virtual Meeting	8/14/2024	What percentage of the route do you think might need to be elevated?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 43.
446	Robert Johnson	Virtual Meeting	8/14/2024	How do you expect to make the decision between taking peoples land, and building elevated sections?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 43 and 172.
447	Robert Johnson	Virtual Meeting	8/14/2024	You stated that the private partner would be involved in Design. This would be necessary for the private partner to judge risk and rewards when pricing their proposal. However, you are doing the options analysis, including selecting the interchange points, and the NEPA analysis, before the private partner is selected. How can the private partner fully share in the project risk (and thus cost their proposal) if they do not take part in the basic design? These design elements affect the basic costs and profitability of the scheme.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The private sector partner will hire a design firm to create their own design, which takes TDOT's initial design work into account and will be ultimately subject to TDOT's approval. By basing construction on their own design, the private sector partner assumes full responsibility for the design, construction and related risks.
448	Jeremy Laines	Virtual Meeting	8/14/2024	Will the transponder be called volpass? Like in the video	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The visualization video is for illustrative purposes only. Please also see the response to comment 14.
449	Brandon Spivey	Virtual Meeting	8/14/2024	Why is the government spending money on this and getting nothing back?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
					Please see the response to comment 14.
450	Seth Harrison	Virtual Meeting	8/14/2024	Why is TDOT choosing to dedicate a one time $3 billion to constructing "just one more lane" rather than a focus on utilizing that same land area for regional rail?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The $3 billion transfer authorized by the Transportation Modernization Act, which was passed by the Tennessee General Assembly and signed into law by Governor Bill Lee in 2023, provides funding to more than 90 projects in TDOT's 10-Year Project Plan across all four Regions. Please also see the responses to comments 5 and 43.
451	Jay Krenson	Virtual Meeting	8/14/2024	Can 18 wheeler's use the choice lanes? What will the impact to current traffic look like during construction?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 1 and 21.
452	Nathan Holman	Virtual Meeting	8/14/2024	Will multi-occupancy vehicles (2+ or 3+) be able to use the choice lanes for free like in other states?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14 regarding user fee policies.
453	Seth Harrison	Virtual Meeting	8/14/2024	Will TDOT have some control over the private regulation of this roadway? I.e. will the state maintain acceptable price models or will they have full control with no state interference?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14 regarding user fee policies.
454	Shubhendu Mohanty	Virtual Meeting	8/14/2024	With TDOT planning to issue the RFP in the second quarter of 2025, when does TDOT anticipate advertising the project to receive Statement of Qualifications from the potential Developers?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
					TDOT anticipates publishing its RFQ for this project in the fourth quarter of 2024.
455	Hafiz Khan	Virtual Meeting	8/14/2024	Are trucks allowed to use the Choice Lane?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 21 regarding user policies.
456	Jeremiah Wooten	Virtual Meeting	8/14/2024	Are there any plans to incorporate park and ride locations within the TDOT right of way. I know there are several locations in metro Atlanta where the park and ride lots are built essentially inside a giant existing interchange, allowing passengers to load express buses without the buses even having to leave the managed lanes. Specifically, the Sam Ridley intersection has so much extra space that could be used for this purpose, causing minimal delay time for transit vehicles loading and unloading passengers.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 374.
457	Stephen Townsend	Virtual Meeting	8/14/2024	Why should people across Tennessee who don't traverse this corridor care about this project?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 5.
458	Brandon Spivey	Virtual Meeting	8/14/2024	So from the animation it shows an intersection in the middle of a bridge to connect to the choice lanes. So traffic crossing the highway will be affected by this intersection and delayed?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The visualization video is for illustrative purposes only. Please also see the answer to comment 43.
459	Larry Kidwell	Virtual Meeting	8/14/2024	First of all, here is commending the State of Tennessee DOT for thinking outside of traditional boxes to solve problems.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
460	C Briley	Virtual Meeting	8/14/2024	I have seen this in effect in other states and it doesn't work. The states stated that rarely would the fees reach max amount in a three year time frame. However at the end of the first year the fees had reached the max so many times that the expected revenue for three years was reached in the first year. All it would do is shift traffic to alternate routes and other routes are already overloaded/ overburdened. Murfreesboro Pike for example is overburdened and can't take more. Drivers who paid the fee still did not travel speed limit speed. They only avg five to ten mph faster than the general purpose. In addition this plan takes away general purpose	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
				lanes just to add fee lanes. The semi trucks already create congestion problems and this would add to it plus safety issues would rise	
461	Cody gange	Virtual Meeting	8/14/2024	Will the transponder work in other states for their choice lanes?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The interoperability with other states' user fee systems are still under consideration by TDOT and the Transportation Modernization Board.
462	Katelyn Jernigan	Virtual Meeting	8/14/2024	Are there plans to widen some of the roads leading to I-24, such as Old Hickory Blvd/Hobson Pike at Exit 62?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The purpose of the Project is to improve travel time reliability and regional connectivity issues along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro. Other adjacent widening projects would be considered separately. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html.
463	Jerry Balthrop	Virtual Meeting	8/14/2024	Why not also improve Murfreesboro road corridor to help when I24 has heavy congestion. Was the plan not to link the traffic lights together for when 24 has heavy impact due to wrecks or other significant congestion. Also, how will construction impact the current 24 corridor. It's already bad as it is.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 1 and 160.
464	LeeAnn Carlen	Virtual Meeting	8/14/2024	When will we know if the Right of Way will affect our properties? Is there a chance that entire properties will be needed for this? If so, when will we have to vacate?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 172.
465	Mariah Phillips	Virtual Meeting	8/14/2024	Didn't our state reject federal funds for transportation? Why didn't we move forward with this project with that free money?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

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					TDOT has a long history of utilizing all federal funding allocated to the Department. Due to federal fund-matching program requirements, a significant amount of state funding would still be required to deliver a project of this scale. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state.
466	Seth Harrison	Virtual Meeting	8/14/2024	Why focus on additional lanes rather than starting regional rail plan aside from the music city star.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 147.
467	Michael Panarisi	Virtual Meeting	8/14/2024	2 unrelated questions Has TDOT or the private partner considered becoming an E-ZPass IAG member to allow for cross-state toll interoperability, including with neighboring states GA, NC, and KY? Are the posted speed limits in the choice lanes planned to be higher, equivalent to, or lower than those of the general purpose lanes? Regardless, what are the limits planned to be, and will these be integrated into the SMART corridor? Highly impressive project!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Requirements regarding speed limits would be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These requirements are still under consideration. Please also see the response to comment 461 regarding interoperability.
468	Edward Davis	Virtual Meeting	8/14/2024	What is the projected end point into downtown Nashville, understanding the design is not complete.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The current northern limit of the project nearest downtown Nashville terminates on I-40 just east of Fesslers Lane. Information about the proposed Project, including a map of the proposed limits, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these Project limits are not final and may change based on a variety of factors.

#	Commenter Name	Source	Date	Comment	Response
469	Timothy Sargeant	Virtual Meeting	8/14/2024	How many bidders will be shortlisted to respond to the RFP?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The number of shortlisted bidders is currently under consideration by TDOT.
470	Seth Harrison	Virtual Meeting	8/14/2024	Will THP enforce our existing HOV lanes or will they maintain their wild west status?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Existing HOV lanes will continue to be enforced by the Tennessee Department of Safety.
471	Brandon Spivey	Virtual Meeting	8/14/2024	Who pays for the cross-highway bridges that must be replaced to accommodate the new lanes?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 439.
472	Edward Davis	Virtual Meeting	8/14/2024	Is there a Legislative cap on to max toll rate the private entity can charge?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. While there is no legislative cap on the future maximum toll rate from private entities, decisions related to user fee implementation are still under consideration by TDOT and the Transportation Modernization Board.
473	Edward Mayercik	Virtual Meeting	8/14/2024	Is the proposed Rocky Fork interchange going to be built first?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The Rocky Fork interchange is outside the scope of the I-24 Southeast Choice Lanes project and will have its own timeline. You can view the proposed project schedule for the I-24 Southeast Choice Lanes project at https://www.tn.gov/tdot/projects/region-3/interstate-24-

#	Commenter Name	Source	Date	Comment	Response
					choice-lanes-.html under the Public Meeting Materials (Project Overview).
474	brian blanchard	Virtual Meeting	8/14/2024	who sets the toll amount? TMB or developer	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
475	Mike Overcast	Virtual Meeting	8/14/2024	What is being done to mitigate flooding along the east bound side during heavy rainfall when we get information on this and noise abatement	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 436 and 438.
476	Jeremy Laines	Virtual Meeting	8/14/2024	For convenience purposes, I think there should be a digital sign under the license plate cameras that gives feedback when a choice lane user successfully paid the toll or not, like in other states	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
477	Edward Mayercik	Virtual Meeting	8/14/2024	Will the Rocky Fork interchange be an access point, and if so, what type?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. This interchange does not exist currently and is not proposed as an access point for the I-24 Southeast Choice Lanes. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.

#	Commenter Name	Source	Date	Comment	Response
478	Seth Harrison	Virtual Meeting	8/14/2024	Why has there been no discussion on regional rail?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 147.
479	Brandon Spivey	Virtual Meeting	8/14/2024	We have a variable speed limit through some of 24 now. Can that go back to normal with this plan?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The variable speed limit on I-24 is currently under consideration by TDOT.
480	Edward Davis	Virtual Meeting	8/14/2024	Why not convert the existing HOV lane to a general purpose lane when the Choice Lanes are active?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the responses to comments 5 and 43.
481	Thomas Allen	Virtual Meeting	8/14/2024	What will be the maximum speed limit?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 467.
482	C Briley	Virtual Meeting	8/14/2024	Who would be responsible for cost over runs and not meeting timelines? What is the plan for costs if the choice lanes don't bring in enough revenue?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The private sector partner will be responsible for cost overruns and delays, managing the design and construction risk under a fixed-price, fixed-schedule contract. They will also assume the financing, operations and maintenance risks, meaning that if the Choice Lanes fail to generate sufficient revenue, the private sector partner would absorb the financial shortfall.

#	Commenter Name	Source	Date	Comment	Response
483	Said El Said	Virtual Meeting	8/14/2024	Will the project proceed concurrently with the upgrade to Nashville downtown streets with the added demand reaching downtown by adding the choice lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
484	Jonah James	Virtual Meeting	8/14/2024	This format is great, thank you! Is there a plan for inclement weather? A bad wreck occurred in the North Texas area on the express lanes when heavy ice fell.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Choice Lanes will be operated and maintained by the private sector partner, including plans for snow and ice, and TDOT will continue to maintain the existing general purpose lanes on the I-24 Southeast corridor through its existing maintenance programs.
485	Edward Davis	Virtual Meeting	8/14/2024	Why are no choice lanes earmarked for Memphis? When will you fix the awful bottleneck of 75/24 in Chattanooga?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The proposed Choice Lanes on I-24 Southeast are part of a larger program of proposed Choice Lanes projects in some of the most congested areas of Tennessee. TDOT has conducted congestion studies in all four regions of Tennessee, which are available at https://www.tn.gov/tdot/government/g/planning-studies/congestion-study.html. These studies showed that Choice Lanes would not be a good fit for the Memphis area. While those studies were ongoing, we were applying for a grant with the state of Arkansas, and we'll see a new bridge for I-55 in Memphis, which will be a great benefit for travelers between the two states.
486	Richard Sullivan	Virtual Meeting	8/14/2024	Great presentation!	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
487	Greg Haynes	Virtual Meeting	8/14/2024	What impact will the Choice Lanes have on the I-24 Smart Corridor that was just put in place last year?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 18 regarding the I-24 SMART Corridor project.
488	Edward Davis	Virtual Meeting	8/14/2024	Will the choice Lanes be used only by passenger vehicles, meaning and not commercial interstate trucks and trailers?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 21 regarding user policies.
489	Al Guerin	Email	8/12/2024	Sounds like an interesting plan. Is there somewhere in another state where this type of plan is working today? Is the price variable on distance and time saved? Are there refunds if the time saving benefit is not there?	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Other states that have seen improvements in travel time reliability after implementing managed lanes include Texas, Georgia and North Carolina. We have created a video series under the Choice Lanes Video Library on the Project website with additional information: https://bit.ly/CLCR. Please also see the response to comment 4 regarding how dynamic pricing would work.
490	Ken Law	Email	8/14/2024	Hello Choice Lane Team, So I saw Mr. Ledford's highlights on the news this morning and have to say that these lanes will not ease congestion nor cut commute times. For examples all you need to do is look at states/city's that have them; Atlanta, New Jersey, Dallas, etc. You'll add more lanes just pushing the congested area to where everyone merges again which will be the issue and cause greater traffic issues. People will still need to get to work and have no alternative ways. We need public transportation, not buses it's just another vehicle on the road but a rail system. These are proven and much more reliable. This option needs to be revived and explored before it's too late. The Nashville area keeps growing because of uncontrolled growth and developments. Uncontrolled tourism is hurting and causing congestion in addition to the growth. Choice lanes are not the solution, please reconsider. The cost of living has spiraled out of control in this area already and these costs are affecting locals and these lanes will add to the issues.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing reliability of travel times that may

#	Commenter Name	Source	Date	Comment	Response
					increase ridership and offer reliable alternative travel choices in the region. Please also see the response to comment 3.
491	John Anderson	Email	8/17/2024	I think it's a terrible idea. You could just as easily put a train track there. The private companies are going to make all the money not the state.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 14.
492	Donna Hoff	Email	8/17/2024	Can you please tell me where exactly the choice lanes will begin in rutherford county? The map shows it northwest of I840. Is that near the Baker Road area? Or is it Almaville road? Donna Hoff	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed limits, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these Project limits are not final and may change based on a variety of factors.
493	Lou Ann Bruce	Email	8/16/2024	Dear TDOT: The proposal for Choice lanes is a terrible idea for several reasons. First, it will add an additional burden to already overcrowded roadways since only the most well-off will be able to afford to drive in the lanes. Thus, they are only a real choice for the most privileged and wealthy drivers. This will leave the rest of us struggling in gridlocked traffic lanes for even longer than we do now. Second, there are more equitable alternatives to paying for roads, a cost which everyone should share, not just those who travel certain roadways. Third, at a time when our American economy is laboring to recover, this proposal will put additional strain on challenged businesses who are short on workers and whose few employees will be hampered by a bad traffic problem becoming a worse one. Finally, this so-called choice will put a strain on labor-force family budgets, causing more wear and tear on vehicles and more frequent oil changes and tire rotations as well as more gas burned while sitting in the inevitable traffic standstills. Finally, at a time when we all bear the brunt of rising temperatures and climate change, the pollution this plan would cause is bound to cause both minor as well as severe health issues in the working populace. Aside from bronchitis and pneumonia which could keep people out of work at a time when food costs are at an all-time high, heart disease and lung cancer could and likely will further strain our economy, our pocketbooks, and our lives. I strongly recommend safer, more equitable alternatives to pay for the roadways that we need, options that won't overburden our people and environment. Sincerely, Lou Ann Bruce Sent from my iPhone	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
494	McKenzie Jordan	Phone	8/16/2024	Hi, my name is McKenzie Jordan. My email is [redacted] and I'm calling to express my opposition to the choice lane project and I-24. It's uneeded. It's just gonna cause more traffic we need. We need to focus on a comprehensive transit plan that involves public transit so those who cannot afford to pay the tolls, cause they are tolls will not be able to afford. It should be stopped and it's terrible idea, thanks.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
495	Juanita Davis	Phone	8/19/2024	Hello this is Juanita Davis with ConstructConnect I'm calling in regarding your choice lane projects. There are two Nashville, interstate 55 quarter estimated 48 million and the Nashville interstate 24 quarter estimate two and fifty million would like to confirm these two products are in the planning page? And that you anticipate getting an engineering from on board in 2027 and I would like to, no when do you anticipate construction starting on both of these, please call me my phone number is area code [redacted] in reference. Project number 648-2191. And I can pull it up. That's 648-2191. And last, you would like to confirm that the product values are the same, are those the construction value $48 million for interstate 55 quarter and 250 million for sate 24 I look forward to your callback. Thank you.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Other projects outside the scope of the I-24 Southeast Choice Lanes project will have their own timelines. You can view the project overview for the I-24 Southeast Choice Lanes project at https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html.
496	Grant Cordle	Phone	8/21/2024	I was calling to to check out I guess to see what's happening with my house. We're right by some of the proposed smart lanes on [redacted]. I see some lines I'm looking at the plans I just can't quite. Be definitively sure what they're proposing? So just, I guess, just looking for some clarification there and, and to see what specifically would be happening to my, to my land, to my house. So, yeah, give me a callback send me an email. Thanks.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 172.
497	Curtis Gabriel	Email	8/17/2024	As a resident of Davidson county, I do not agree with TDOt's plan for Choice Lanes. I take particular issue with Bryan Ledford's statement that one of the main benefits of the Choice Lane agreement is "freeing up additional dollars for rural projects." Why are the residents and workers of Davidson County being taxed to support these rural projects? Why aren't these freed-up funds instead being used to support a regional transportation system that would decrease congestion more than a special lane for rich people to drive on? Bryan Ledford and the rest of the people involved in this project need to better communicate why this is beneficial for Davidson county. Regards, Curt Gabriel	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. TDOT's 10-Year Project Plan encompasses projects from across all four Regions, including 10 within Davidson County. By leveraging a public-private partnership (P3) for Choice Lanes, TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to these other projects across the state. TDOT's 10-Year Project Plan is available here: https://www.tn.gov/tdot/build-with-us.html.
498	Kim Bee	Email	8/16/2024	To whom it may concern, Can you please explain why it is acceptable to build toll lanes through the median of I24 and not a rail system? Why has TDOT decided toll lanes are a good idea instead of supporting pedestrian friendly and public transit infrastructure? Was a train system ever even considered? What other ideas and alternatives were there to the toll lane project? How did this idea come to the forefront? KB ([redacted]	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
					Please see the responses to comments 3 and 43.
499	Eddy Tune	Email	8/14/2024	Earlier there was discussion about an I-24 Interchange to the west of I-840, very near where the single lanes of the choice lanes will begin near Murfreesboro. This is where the future 5 lane Cherry Lane will cross I-24. Is this interchange still an option? It would seem viable to have access to the choice lanes and general use lanes of I-24 at this point to improve traffic flow in the region. Detailed information about the Cherry Lane project is available from the city of Murfreesboro. Thanks for any information, Robin Tune, II	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.
500	Draven Harrison	Phone	8/16/2024	Hi, my name is Draven Harrison telephone number [redacted]. My national resident and I'm calling to say that I do not approve the choice lanes that are proposed to be implemented here in the Nashville area. I think a rail system would be a much better use of our taxpayer money as well as it'd be better for as local people who are trying to commute day today. Thank you.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative. The *Southeast Corridor High-Performance Transit Alternative Study* prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high-speed rail. Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX, These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study.

#	Commenter Name	Source	Date	Comment	Response
501	Lorraine Erognstad	Phone	8/19/2024	Love the idea of express lanes. Hate that we would have to pay more to use them. It just doesn't seem, it seems like our tax dollars already spent, she cover the expenses road in our state, and that choice lanes are an unnecessary expense to the people in our state. Expressly bypassing some of the exits along the way to kind of speed things up. Great idea. Alright, thanks, bye.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. By leveraging a public-private partnership (P3), TDOT would be able to deliver a project of this magnitude, while also reducing the need for state funding so it can continue to invest in more transportation improvements to other parts of the state.
502	Denise Mayo	Email	8/26/2024	Good morning! I am writing to express my concern at the proposed toll lanes on I24. I24 is already extremely congested and dangerous interstate to drive on. Adding the additional toll roads is not going to fix the congestion issues. It will continue to back up and continue to be a traffic hazard. I agree there needs to be addressed lanes of traffic and has needed additional lanes for many, many, years. Add the lanes of traffic but leave them free and open to the public. Focus on getting additional routes to Nashville from Rutherford County. Add mass transit that is actually usable. Right now the Nashville Star is great and would be even better if it were located in an area that is more accessible to residents in Rutherford County. I taught at a college downtown for many years while living in Murfreesboro. I would ride the bus to Nashville. I found it to be a very enjoyable experience. However, the hours it operated made it impossible for me to ride it every day. The hours need to be extended. Here is another idea. How about providing tax incentives to companies in Nashville who allow their workers to work from home? This would also help with congestion issues. Before you implement this toll road idea, consider other alternatives. The HOV lanes need to disappear. This would also open lanes for traffic. Toll roads are a bad idea that is going to do little to address the congestion issues. I am against them. Thank you for your time. Sincerely, Denise Mayo [redacted]	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Tax incentives are outside of the scope of TDOT's control. We encourage you to contact your state representatives regarding this issue.
503	Michele Vetter	Email	8/28/2024	Hello! I am overjoyed to hear about this project and very happy to see it being rolled out on I24! Thank you!! My questions are as follows: Will our lanes be synced so we can use our SunPass (Florida) here? Georgia has a Peach Pass and they accept the Sun Pass as well. Will we name our Tennessee Pass the Volunteer Pass or something along those lines? Maybe the Ol Smokey Pass? Thank you for doing something that will truly help our transportation needs! Now if we could get it all the way to Chattanooga... Best Regards, Michele Vetter [redacted]	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 461.
504	McKenzie Jordan	Email	8/16/2024	I am writing to express my opposition to the toll road project being proposed for the I-24 corridor. First let say how disgusting it is to hear an American agency use a dishonest Orwellian term such as choice lanes, these roads require tolls to drive so they are toll roads, and of story. But primarily I am concerned with what a terrible idea this is, 1st having driven through the Atlanta metro many times I see these choice lanes alternate between totally empty or backed up just as much as the other lanes- building more lanes will not alleviate traffic instead incentivizing more car-based development and urban sprawl at the detriment to our communities and the natural world at the outskirts of town. Middle Tennessee needs a comprehensive transit plan that can connect us without relying on cars. Please stop this extraordinary waste of money and start investing in common sense transportation solutions that can be equitable for everybody and not just those who can afford to pay a toll.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
505	Jeremy Laines	Email	8/27/2024	I think there should be a feedback visual screen that when a user goes under the license plate readers and toll gantry that it provides feedback on whether or not they successfully paid the toll. For example, in New Jersey which has mandatory toll roads, there is a screen that says toll paid when the user has successfully paid the toll, toll unpaid when the user has not paid the toll (maybe they did not have the transponder in the their vehicle). I think having this feedback machine that users can clearly and visually see will greatly benefit them in encouraging them to use the choice lanes as they will see when they have made a transaction as they would in a regular pin pad machine. Sent from my iPhone	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users.
506	Gilbert Hanke	Email	9/17/2024	I think we would be better off targeting all persons who live in this wonderful community, not just those who have money. We need to take actions that aid all of us. I drive a lot, and when on the East Coast, there are special roads for people who have special tags to allow them to use the special routes. I find my time and energy is spent on making sure this particular road has been avoided because I do not live here...and I don't have a tag, It is not very welcoming... -Gil Hanke	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11 regarding Choice Lanes benefits.
507	Hopi Daniels	Collected at Meeting	9/18/2024	This project is not necessary and no one asked for choice lanes , we asked for better mass transit such as a train. Proposing to charge citizens to drive on roads they already currently pay for is ridiculous and will cause further traffic congestion in other lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The proposed project would address unreliable trip time for commuters, including those commuting via passenger vehicles or transit, regional connectivity issues and multimodal mobility. While rail projects require significant upfront capital costs that are not currently available within the Department's funding constraints, Choice Lanes would offer transit riders a more reliable trip time for no extra cost. Allowing transit buses to use the Choice Lanes for free has increased ridership in other states. TDOT will continue to partner with WeGo on future transit opportunities.

#	Commenter Name	Source	Date	Comment	Response
508	Eddy Tune	Email	9/18/2024	Since there will be an interchange on 840 for the Cherry Lane road project, it seems it would make sense to have a future interchange on I-24. Cherry Lane will eventually connect with Blackman road and cross I-24. I would suggest a future interchange on I-24 for Cherry Lane, near where the choice lanes begin with one lane. This would help the entire region with traffic flow. Choice Lanes are a good idea but it only helps traffic flow once you are on I-24. We need another interchange to help the flow in obtaining access to I-24. Traffic at the existing interchanges are already backing up and will continue to get worse. Thank you	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.
509	Joni Cockrill	Email	9/19/2024	Hello, Regarding entry/exit access points- Let the Private Partner help fund two new interchanges at Rocky Fork & Baker Rd for access points. Don't make "Exclusive" ramps; allow use by all to help eliminate congestion at existing ramps. Imagine how angry residents would be if they had to pay to use the new ramps. Sharing the costs for two new ramps will likely eliminate the need to redo exit 70, State Rt 102. It would be much cheaper to build two new ramps than redo exit 70, especially if costs are shared with the PP. Rocky Fork and Baker Rd already have I-24 bridges and mostly undeveloped land making ROW easy to obtain. (See attachment of undeveloped land and land for sale near potential Baker ramp area). Opening a ramp at Baker Rd. will accommodate traffic from MULTIPLE new subdivisions on Baker as well as MBoro's Blackman area (possibly diverting 1/2 of exit 70's massive congestion.) We can both eliminate costs of redoing exit 70 as well as share costs with PP for two, new desperately needed ramps at Rocky Fork and Baker Roads. Now is the time!! Thank you, Joni Cockrill	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Information about the proposed Project, including a map of the proposed access points, is available on the Project website here: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Please note that these proposed access points are not final and may change based on a variety of factors.
510	Danny R Newman	Collected at Meeting	9/19/2024	Costs to build, cost to use the lane.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
511	William Nickerson	Email	9/19/2024	To me it's like everything else. Govt is gonna do what they're gonna do. People are always gonna go faster than the speed limit, and cops don't pull as many people over as they use to so. whose gonna monitor the choice lanes? Someone who is really gonna do their job? Mmmmm...I don't think so. What I do think is go back to the basic. I mean why spend money on you folks getting together making more and new traffic law when the ones that are in place don't get followed or monitored with enough consequences to really wake up the public or make a difference. Ok let's make this simple .it all comes down to money. we all want it. we all don't want it taken from us, but when it comes to laws that are intended for Public safety for us all, they the penalties , for those who break these laws, must be greater and MUST be Enforced. So how about this. The penalties for Speeding more than 10MPH and for Texting while driving, should carry a $1000 penalty. If you enforce it and make it LAW everyone will slow down and put their phones down. To me this is too simple. I think they should also lose their phones for a week. Most folks can't get along without their phones for a day much less a week, and they should have to come to the Police Station to pick them up.. No warnings ..Make it Law ..Put it on TV Radio .Twitter etc ..give a months notice, then let the Law Begin. Every sport in the world has penalties. the game of life is no different. Now Mommy and Little Janie may not like it, but if it saves innocent lives down the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public sector partner will be responsible for operating and maintaining the Choice Lanes. Regarding enforcement, see the response to comment 14.

#	Commenter Name	Source	Date	Comment	Response
				road (which you all know that it will) this is a no brainer just ask any family member who has lost a loved one how they feel about this. I'm just touching on the basics hoping this will be viewed by your committee, and I will probably send a copy to the News Stations just to make sure it gets an equal voice ..I guess you've noticed I haven't even touch on DUI .mainly alcohol, which is every bit a problem especially here in NASHVILLE where Beer is King .especially at all the Bars downtown They over serve and over serve then have last call then kick everybody out to go get behind the wheel of their cars you know they have to drive home, so where's the enforcement on all that .I guess we can talk to all the Parents who've lost loved ones ..you know MADD .I've been silent for a lot of years, sat back And watch this world just drift on by I'm sick of this town who seems to always find a way to fund another sports arena ..build a new stupid stadium, lure people to Nashville as a great place to live, but when they should have a medical issue and fall behind in their housing payments you kick them to the street .and ..you just never seem to have the money to fix all the roads and pot holes, BUT Let's make a choice Lane for people who are more than likely already breaking the law by speeding .Yeah ..that's gonna solve all the Traffic problems In a nutshell, their is just too many people moving here, living here, visiting here, not to mention those on vacation just passing through to get somewhere else, along with all the truckers ..The roads are always busy .I feel for those of you that in the positions of coming up with solutions and making the final decisions ..but it is what it is I only encourage you to consider all avenues and ideas and come up with the BEST IDEAS not just some quick temporary solution or pass it off because this what some other states are doing .Keep Music City .MUSIC CITY ..The People who live and work here want to feel proud to call Nashville their home ..Rather than Saying . It's Not What It Used To Be.. So do some thinking ..A New Choice Lane surely can't be the answer to making Nashville a Better Place I don't even think it's a step in the right direction .Just look around ..Drive around Talk the every day person look at all the folks texting while your out and about hang out downtown on Broadway at 10-11- Midnight .just stand on the corner and look at all the BARS WHO MAKE THEIR LIVING SELLING BEER .You'll feel different if you kid and family gets killed by someone who is over served and ends getting behind the wheel ..but we're so quick to put the blame SOLELY on the person doing the drinking and driving ..Seems like the only time it hits home with the City or The Cops, is when one of their so called OWN, is the one that gets killed .It's all over the News ..the driver , sometimes a kid, gets dragged across the TV Stations like he's some horrible creature that did the unthinkable ..the truth is, he or she wasn't thinking, they were just drunk from being served too much and were on auto pilot when then got in their car and got behind the wheel .some say there's no excuse ..but there's always a reason or reasons Well I guess I could go on .but enough of my 15 minutes . I do appreciate my turn to vent to those who have taken the time to listen . Thank you William H Nickerson Jr	
512	Stan Vaught	Email	9/19/2024	Several: this section has been under construction my entire life. It appears to be at capacity. If more volume is added, at the end at 40/440 there is no place to go. Second: my observation is through truck traffic. A lot of capacity is used by trucks going through Nashville. I believe more capacity would be accomplished by extending 840 from Lebanon to Clarksville. Not sure about the difference in cost but believe this would open more capacity than choice lanes. Tolls/choice roads are a new twist on an old concept. Previous legislators have elected to move away from that (toll roads, ferries, ...) Transportation of goods and services is critical and I believe the gas tax has been the most equitable of all, the more you drive, the more you pay. We do not need "partners." One thing that could be done is the people driving like they are playing grand theft auto making the 2 left lanes what i would call minimum movement lane, through lanes, only allowing merging once per mile or so would minimize 5 lanes over and 5 lanes back in less than 30 seconds. This is causing drivers to slow down and congest an area. Phantom road blocks. We have a great road system. Don't mess it up.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
513	Lana Randolph	Email	8/29/2024	My husband and I have viewed the presentation online and also attended a District 32 meeting where some information was shared. Having recently been to Atlanta we have an idea of how these lanes will work, however, given the cost of the project we believe that Light Rail would be a much better form of transportation. Since these lanes will be elevated, then the Light Rail could be as well. This project will only benefit the rich, and not the common commuter. Also, there is no control of what the fares will be in the future. Just because they have quoted a rate schedule at this point, we know it will not be what is actually charged when the project opens. Traffic will be worse for the people NOT using the new lanes. Semi's are a huge problem - they should have dedicated lanes or be rerouted around the city if not delivering to a business inside the city. We have only seen one rendering of what it may be. Also - how will this be constructed and how much of an interruption to daily traffic will there be? Definitely these funds could be used to construct a transportation system that works for our future instead of a system that is very 20th Century.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative. During this analysis, which is currently ongoing, the Project Team evaluated is looking at several preliminary alternatives and evaluating whether to determine whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment. This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025. The private sector partner would design, build, finance, operate and maintain construction within the scope of the I-24 Southeast Choice Lanes project. Please also see the response to comment 1.
514	Kate Rodeffer	Email	8/22/2024	To whom it may concern, Today I learned of TDOT's plan to build and charge drivers for using Choice Lanes. I would like to raise some concerns after reviewing your FAQ sheet and data online. If private companies will be allowed to build and profit off of these Choice Lanes, I would strongly encourage TDOT to create a fixed price / increase rate for the lanes so that the private company cannot continually increase the pricing of the choice lanes to unreasonable levels once they have been created. These choice lanes should be available and affordable enough that the average Tennessean can use them reliably. TDOT should also ensure these private companies cannot control more than a certain percentage of the roadways (I.e., the majority of available lanes should be free lanes). Otherwise they may continue to expand, maxing it intentionally harder for drivers to use free lanes.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Policies regarding user fees, including enforcement and collections, will be set by the Transportation Modernization Board and be included in the public-private partnership (P3) agreement between TDOT and the private sector partner. These policies are still under consideration.

#	Commenter Name	Source	Date	Comment	Response
				The FAQ states these lanes are being added to help the flow of traffic and travel times. However studies have shown paid express lanes still experience similar issues to standard lanes, including congestion and decreased travel times (links below). Additionally, adding in more free to use lanes would help the flow of traffic and travel times. https://stateline.org/2016/09/12/express-lanes-have-a-popularity-problem/ https://research.tamu.edu/2018/02/22/cars-using-toll-lanes-sometimes-travel-slower-than-other-traffic/ In addition, our taxes are (or should) already be used to maintain and fund roads in Tennessee. However the roads in Tennessee are not properly maintained, with significant pot holes and road hazards which cause costly damages to vehicles, and significant dangers to the safety of our drivers. TDOT should first prioritize resolving the existing issues with our roads, prior to beginning construction on these Choice Lanes. It is not logical to build something new on an already crumbling foundation. I implore you to consider the future impact of these changes, and the potential issues, during this review period of the Choice Lanes plan and adjust accordingly to ensure we do our state, residents, and roads, justice. Thank you for your time and consideration. Best, Kate Rodeffer	Additionally, by funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.
515	Barbara Pack	Court Reporter	8/21/2024	Hi. My name is Barbara Pack, I'm a Wilson County resident, and I oppose these Choice Lanes. I think there's other ways to maintain the roads that they're not maintaining now. I don't think we need a private partnership, and they can't even tell me the name of the private partners that would be in this endeavor. I think if you bring companies in and give them a tax-free basis for them to work out of, you need to find the revenue to take care of the roads. I recently found out at a meeting that -- I was at a monthly meeting, that Tennessee doesn't have enough electricity. Even with us having TVA, Oak Ridge, Watts Bar; we don't have enough electricity and we're having to buy from other states. We need to fix those problems before we deal with this. Quit building, they'll quit coming.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.
516	Luis Mata	Court Reporter	8/21/2024	My name is Luis Mata, candidate for state representative in District 49, which covers parts of La Vergne, Smyrna, and Murfreesboro. The I-24 corridor runs directly through the district. And time after time we've been out meeting people in the community, and sharing, and asking, you know, "Hey, what are the issues that matter most?" And time and time again, infrastructure is what comes up again and again. It's folks, working people who are having to sit in the way that we referred to -- or referred to it as the parking lot that is I-24. So first and foremost, thank you for this forward-thinking plan. I think where we're at is that we've asked the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. Please see the response to comment 11.

#	Commenter Name	Source	Date	Comment	Response
				community what they care about, and it's an investment in our infrastructure, and to make sure that they can get to work and where they need to be in a timely manner. However, we believe, I believe that there's a better way to do this instead of, at the end of the day, essentially having working families having to pay to get to work. We have a lot of people here in the district who have to drive into Nashville to get to work; right? And the way that we've been having this conversation around the -- the toll lanes is, you know, hey, we're going to have to pay now an additional fee to get up to our job in Nashville. And that's unacceptable. And you know, we've talked to folks and yes, these are optional, but at the end of the day, you're still paying into it; right? You're still paying into it with your taxpayer dollars. And our taxpayer dollars should be going directly to our public services. And since this is a privatized initiative, we know that some of the funding will go to the private company; right? And -- and the other part to this is that this is -- and I was just talking to somebody who, I'm here at the public meeting, and it's an 18-year-old guy. And he said -- he looked at the timeline and he said, you know, I don't want to be sitting through more construction for the next 20 years of my life. And at the end of the day, that right there is -- we are facing leadership failure from our state government, which is why I'm running. I think it's time that we have leadership that takes meaningful action, immediate action. That's what the community wants is a government that has their backs. This initiative, as I mentioned at the beginning, is a forward-thinking initiative that should have been thought about 10, 15 years ago because it is such a long-term project. And now we are where we're at and we need to be taking these steps and -- and meeting this moment with the urgency that needs to be met. And there are so many initiatives that we can be doing, and using all of this public taxpayer dollars for, rather than toll lanes, and rather than having working families having to pay an additional fee. Thank you.	
517	William Ford	Court Reporter	8/21/2024	Part of my main -- part of my main concern was is this feels like an underhanded way of raising taxes without raising taxes. I understand part of the project's going into a private entity and why is it not TDOT? Is TDOT actually going to have full, like, control over that even though that they -- it is going to go into private – private hands? I haven't fully read through the material yet, but that's what I was just kind of concerned about. And the people asked, there's just so much concerns with 24 as it is. I don't -- I just don't think this is going to work in my opinion. But I'm obviously -- I travel this – I travel all over the interstates because of my job and it's just amazing to see how much growth that we're -- had in the last 10 or 15 years. So will this be able -- or excuse me -- will this -- is this going to be able to hold up to our growth as -- as it -- as we hit another growth spurt in the next 20 or 30 years or so? And -- but for the most part, everybody answered my questions for -- 'cause this is still in the -- the stages -- early, early stages of things. I guess that's it for me.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund.

#	Commenter Name	Source	Date	Comment	Response
518	Bill Landry	Court Reporter	8/21/2024	My comments -- my comments are that I like both alternatives. I favor the second alternative with the exception that there is no exit off of Almaville Road. I think that is quite important. That's a -- a really growing area and an area that needs -- needs an exit on and off. Thank you very much.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. For the proposed I-24 Southeast Choice Lanes project, a range of multimodal alternatives were evaluated in previous planning studies, and Choice Lanes were identified as the recommended alternative. During this analysis, which is currently ongoing, the Project Team is looking at several preliminary alternatives and evaluating whether they meet the Purpose and Need of the project. At each level of evaluation, the number of alternatives decreases as those alternatives that are the lowest performing are eliminated. The Reasonable Alternatives are the alternatives that are the best performing with the least impacts to the human and natural environment. This public feedback, along with our engineering, traffic analysis and environmental studies, help TDOT to define the Recommended Preferred Alternative, which will be shown at the Public Hearing in 2025.
519	Burton Butler Jr and Burton Butler Sr.	Court Reporter	2/28/2024	MR. BUTLER, JR.: Yeah. I came here because -- I'm with my dad' brother, and we were just kind of concerned about the -- his property being right next to the interstate near a -- near a overpass. And it's so close, at the moment, that we just wanted to come out here to see if they was going to impact the house at all. And overview of it, it's very close. The concern is we -- you know, it showed kind of what they were going to do. Elevation and all that. And -- and it's going to be a lot closer to the house, and we're kind of concerned with the noise or – or the -- basically affecting the house value, maybe. Or -- or would the house be, you know, still possibly in the -- the crosshairs of the – of the project itself? Because I've seen a couple of proposes [sic], and mainly just wanting to check out to see if it affected the house, period. It seems like it's kind of on the border, at the edge of some -- MR, BUTLER, SR.: -- on the back. On the -- MR. BUTLER, JR.: Yeah. It's on the side of -- little bit of the property, on the corner. Eminent domain. So -- MR. BUTLER, SR.: -- a lot of work. MR. BUTLER, JR.: You know, we just come out here and -- and don't really know what to -- to think about the project. I -- I question sometimes about the project. Is it going to be helping the	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. As part of the National Environmental Policy Act (NEPA), the Project Team is conducting a noise study on potential impacts, positive or negative, the proposed Project could have on the surrounding area. The results of this study will be included in the Environmental Assessment presented at the Public Hearing in 2025. New traditional highway lanes in congested, urban areas would only continue to fill up with vehicles. Choice Lanes make sense in these areas because they are managed by pricing to proactively combat traffic congestion. By implementing a user fee, motorists who choose to use the Choice Lanes would experience a reliable and expedited

#	Commenter Name	Source	Date	Comment	Response
				traffic? Is it going to really do things like that? So -- you know, so I just kind of have a -- questions about that, or doubts about it sort of. But, you know, anything -- I thought about other things as well. You know, about the -- the transit system. About the -- the buses. They're talking about buses here in Nashville. I'm not sure if that's going to be adequate unless they somehow can make it more feasible to certain distances instead of just going Downtown. You know, something like that. A lot of people don't ride buses most of the time. And a lot of people are so independent, it'd be kind of tough to get them to change over that. But -- but as far as what I see, it's -- it's pretty explanatory of what they want to do. So we'll just see where it goes. But I guess I really don't have a whole lot more to say. Just that, you know, when -- when -- come out here to get information, and I got a lot of information. And maybe down the road, they'll, you know, let us know if anything changes, or if the -- the house becomes part of that -- that corridor, you know, and things like that. We kind of wonder if it's going to, you know, like I say, affect the value and all that good stuff. But -- so we'll just see where it goes. And we don't live too far, so, you know. Huh? But I guess that's it. I really have nothing else to say. Yeah. This is Burton Butler again. I just wanted to add to it that I was concerned about the sound itself. I'm not sure if I put that in there. But the sound barrier, it's a lot of noise there, as it is right now, with no walls. So we ended up still -- the house still being there, you know, we'd, you know, love to have some kind of way to minimize the sound itself, if possible. So that's just one concern. And another concern is about the elevation of the -- the interstate -- of the two lanes the choice lanes, or whatever they call it. That is, you know, if they ever had an accident, would it bottle it up really bad, or -- or would a – would a -- would it have enough rails to keep something from coming off, you know, and -- and, you know, causing something catastrophic to happen, you know, by coming off the -- the interstate itself? Because we've had that in the past. You know, we've had it in the past when we had the two interstates -- before they filled in the center, a lot of cars were running off of the middle, and they were coming down there and hitting Glenrose, and that was a -- you know, many, many, many years ago. So this right here, I'm just looking at it going, hey, if it's going to be elevated, you know, how they going to -- to keep that, you know, safe to where a truck or something doesn't just come, you know, flying off? You know, because you think about it, it's something like a tanker-truck or something come off, it would be catastrophic. That's about it.	trip time, while also reducing congestion in the existing lanes. The Choice Lanes also provide benefits to transit by increasing the reliability of travel times that may increase ridership and offer reliable alternative travel choices in the region. By funding Choice Lanes through a public-private partnership (P3), the private sector bears the investment costs needed to deliver and maintain the projects. State funds are freed up to be allocated to other needed projects across Tennessee, such as widening rural interstates, benefitting more Tennesseans than would otherwise.
520	Senator Charlane Oliver	Court Reporter	8/28/2024	My name is State Senator Charlane Oliver. I represent this district, District 19. Even though I live in Bordeaux, I represent Antioch, and I used to be a resident of Antioch. I am neutral on this project. I have strong feelings on both sides, positive and negative, about the I-24 project. As -- as a positive. I think that the I-24 corridor is the most congested part of our roads in Tennessee, so I'm glad that this is getting first priority. As Nashville has grown to become the It City and has grown where Antioch has become the – the most affordable area of town, people want to move here. And -- and that's about the only place that they can move and buy a home. So this area of town, Southeast Davidson County, will continue to grow, so we need traffic to be alleviated as a -- as a way to – for people to get to work and improve their quality of life. I think that any way that we can improve people from not having to spend over four hours in their car a day on -- sitting on I-24, think that's a positive	Thank you for your comment. Your comment has been received and is being recorded as part of the project record. The public-private partnership (P3) would select a private sector partner to design, build, finance, operate and maintain the new Choice Lanes as part of this Project for a term defined in the forthcoming agreement. During that

#	Commenter Name	Source	Date	Comment	Response
				thing. This shows progress. And so I'm glad that Southeast Davidson County residents are getting some relief. The also-positive side to this is the Transportation Modernization Act does put in over $750 million in each region, and so I'm glad that we are getting some of that investment. I think that roads, in general, is something that our state government should – should provide as a basic service. It's not something that should be partisan or political. We should be providing quality service to fix our roads and maintain our roads. So -- I lost my train of thought. So it is a plus and a positive that we are putting tax dollars towards maintaining roads and putting that investment in there. However, I -- as a -- as a negative, as a -- as a con to this project, I am just wholeheartedly against public/private partnerships as a way of doing business for our state government. I think that we need to do everything we can to listen to our residents here, and what they are asking for is not what we are providing. Many residents as a whole, as -- as a city, they have asked for light-rail, passenger-rail. And we need to be looking at multimodal ways to get cars off of the roads. That is the best way to improve traffic congestion and the quality of life here in Tennessee and in Nashville. This does not get more cars off of the roads. We are expanding lanes, whether you want to call it a choice lane or a toll lane. I am against putting – involving private companies to be able to enrich themselves off of contracts from the state government. This contract, whoever will be afforded the -- the project bid for -- will be able to bid on this project and be awarded the project. The contract is too long. We should not have a long-term contract where they can have a project contract for over 30 years. That's just too long. We don't know what -- anything can happen in those 30 years. Knowledge and will improve in – in those 30 years. That company may become obsolete in 30 years. We don't know. And so I think that is not smart to have that long-term contract with a private company for that long. So that's why I'm against it in terms of public/private partnerships. The other reason I am against this is, like I said, we are providing something that the people didn't ask for. And I just think, fundamentally, I should not -- as a taxpayer, as a resident, should not have to come out of my pocket, additionally, to pay for a service that our government should be providing for free -- and not for free. But, you know, with -- with the service that they are constitutionally mandated to provide. So now as -- potentially what will happen is a resident is paying a fee for service just to get to work and paying a premium for it. That is an expense that they did not have before we implemented choice lanes, or toll lanes, or whatever you want to call it. So for that reason, we should be trying to find ways to lower the cost of living for residents, not increase the cost of living and add to their household budget by now having to add an expense of paying for a toll lane every day to go to work if they want to get there on time. I'm trying to think if there's anything else. In regards to the project design, from my experience traveling to places like Georgia, and traveling to Texas -- just recently, I -- I visited Austin, Texas, and have seen the construction of choice lanes that are elevated above the interstate. So I've seen how they can work in real time. My preference would be to have them elevated. We -- I don't want businesses and residents to fear land being taken away from them by expanding lanes outward in terms of the right-of-way clauses. I want to make sure, if we can, let's go up and not out. So if we -- if we have the availability to go up and elevate those lanes, let's do that instead of expanding and widening the lanes and having the choice lanes elevate -- excuse me -- embedded into the already existing general-purpose lanes. So, I guess that would be Alternative 1, I think, is where they are elevated. I'm not sure. But I want the elevated lanes. My other concern is Bell Road. I want to make sure because that is one of the most – the busiest intersection in Southeast Davidson County, and it's only going to grow. I'm concerned about how those choice lanes will interact with the surface lanes that are on Bell Road. Particularly with the pillars that hold up the interstate right there on Bell Road. How will those -- how would construction not impact the everyday traffic while implementing the choice lanes?	time, the private sector partner would partner with TDOT to collect user fees and invest back into the Choice Lanes to ensure they continue to provide the best experience for Choice Lanes users. Additionally, leveraging a P3 for this Project allows TDOT to reallocate funds to invest in additional transportation improvements throughout Tennessee than it would otherwise be able to fund. The *Southeast Corridor High-Performance Transit Alternative Study* prepared by the Nashville Area Metropolitan Planning Organization in August of 2007 looked at a number of transit alternatives to address the 30-mile-long corridor between Nashville and Murfreesboro. The types of transit considered were bus rapid transit (BRT), light rail, heavy rail/subway, monorail, commuter rail and high speed rail. Light rail was considered along the I-24 corridor and the existing rail corridor belonging to CSX, These options were found to have very high capital costs. The report found that these options were unlikely to be justified by ridership and thus eliminated it from further study.

#	Commenter Name	Source	Date	Comment	Response
				That is one of my concerns is making sure that, you know, everyday traffic is not disrupted on Bell Road by putting in the choice lanes on top of it at that intersection. So that's just one thing to think about. I think that's it. Yeah. Oh. My last comment is about commuter and light-rail. One of my chief complaints, and comments, and suggestions that I would urge TDOT to move forward with in the engineering of the choice lanes is that we need to be thinking not just 20- and 30 years ahead of now, but we need to be looking to 25- to 30 years ahead of the 30-year-mark. Because technology -- again, technology could change. Growth patterns could change, and people's interest in choice lanes could change. So if ridership goes down, how will we make sure that we can convert those lanes into passenger-rail lanes in the future? So I would love for these lanes to be built in such a way that years down the road, they can be easily converted into a rail if we choose to go that route. Let's be forward-thinking now and plan now so that when we get to 30 years down the road, we're not sitting back on our heels, figuring out, and scratching our heads, how are we going to now convert this? We've already done it when we built the choice lanes. Those are my comments. All righty.	
521	Fred Clark	Court Reporter	8/28/2024	Hello. My name is Fred Clark. I'm from Nashville, Tennessee. I'm going to read off this public comment form. So the first question says, "Do you support this project?" Yes. I do support this project on the -- only because the city is growing tremendously. Do I feel that it could be a little better? Yes. I feel if -- I am a truck driver. Let me say that. I feel if you routed the trucks on 840 or either 440, and keep them out of the city, unless they was delivering, it'll be a better way to do things, far as traffic. I'm going to the second question. "Do you understand the project?" After attending the meeting and reviewing the materials, yes. I do. I understand clearly. I am a business owner and, also, a -- a citizen. Why do you -- third question, "Why do you currently use the I-24 East corridor?" I have a lot of work in that area far as with my business, and, also, my fiance travels that -- that route, and taking kids to school, and picking up. Next question, "How do you use the -- the project corridor for travel?" Business, personal, trucking, motorcycle. I mean there -- you can name it. Everything. Everything. Anywhere I travel, I use that corridor. Next question, "How often do you travel on the project corridor?" Daily. Okay. Next question, "Have you used the choice lanes facilitated in other states?" Yes. I have. Which would be Atlanta [sic], Texas, Florida, New York. Couple of more states. "Would you use choice lanes if they were available on I-24 East?" Most definitely. Would love to use them. Next question, "Are the visual and aesthetics of the project important to you?" Yes. And that's the end of it. Thank you.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.
522	Guneasha Batts	Court Reporter	8/28/2024	Hello. My name is Guneasha Batts, and I am a native of Nashville, Tennessee. I am here at the Choice Lanes I-24 Southeast event. And I do support this project. I do understand the project, after attending the meeting, a little bit more, being able to see everything up close, and personal, and in real time. It -- I think it's going to be amazing. I do currently use I-24 Southeast corridor to travel, to take my children to and from school, doctor's offices, things of that nature. Just business and pleasure. And it has been hectic so far. So I think them coming up with this idea has been amazing. I do plan to use the project for travel in my personal vehicle. Also, sometimes -- I do have a business, so sometimes I do get in and out of – the of the dump truck, sometimes, just to kind of stay up to date on things of that nature. And I travel to and from, daily, three-, four times a day. So it's very consistent. I am very familiar with the choice lanes. I do notice, in other cities, they have something similar, if not the same. And it's just better to be able to take those different routes and not be stuck in hours and hours of traffic. Because, right now, as we're navigating through the traffic and things of that nature, we can sit in -- in traffic anywhere from one- to two hours. And even if you plan leaving the house early, you can't plan for the -- the traffic build-up at different times of the day. And I have used the choice lanes in -- in other states, and I would use the choice lanes on I-24 if it were available -- available.	Thank you for your comment. Your comment has been received and is being recorded as part of the project record.

#	Commenter Name	Source	Date	Comment	Response
				And the visuals are -- it just puts everything into perspective, especially if you kind of know this thing. It kind of -- it kind of put everything together. It's just going to be about choosing which one is going to work for the city. And I don't have any -- I don't have any questions or concerns about the projects. So I just can't wait till it happened. And, again, like I said, I am a business owner here in Nashville, Tennessee. My company is Balhart Trucking, LLC. We do hauling the rock, gravel, dirt, sand. So whenever this project do come up, we definitely would like to be a part of it.	

APPENDIX J. VISUAL IMPACTS SURVEY

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Roy Barger Date: 8-21-24

Mailing Address: 121 Eastland Dr Smyrna, TN 37167

County of Residence: Rutherford

Phone Number (optional): _____

Check here if you would like to receive notices via text ___

E-mail Address (optional):

_____

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☐ Leisure/touring travel
   - ☒ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☐ 1-2 days a week
   - ☐ Weekends only
   - ☒ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☑ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☒ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☒ Neutral
   - ☐ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☒ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____
11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☒ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☒ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☒ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☐ Wayfinding signs
    - ☐ Interstate directional/decision signs
    - ☒ Overhead signs with estimated travel times
    - ☐ Changeable message signs
    - ☐ Pavement marking
    - ☐ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☐ Yes
    - ☒ No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Laura Polis Date: 8/21/2024

Mailing Address: 117 Lindsey Ln 37129

County of Residence: Rutherford

Phone Number (optional): 713-703-6181

Check here if you would like to receive notices via text ___

E-mail Address (optional): laura.e.beth@gmail.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☑ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☑ Leisure/touring travel
   - ☑ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☒ 1-2 days a week 2-3 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☑ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☐ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☑ Yes
   - ☐ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☑ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☐ Neutral
   - ☑ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☐ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____
11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☑ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

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    - ☐ Rock formations
    - ☑ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____

15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☑ Wayfinding signs
    - ☐ Interstate directional/decision signs
    - ☐ Overhead signs with estimated travel times
    - ☑ Changeable message signs
    - ☐ Pavement marking
    - ☑ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☑ Yes
    - ☐ No

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The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Jonathan Rarick Date: 8/28/2024

Mailing Address: 100 Blackstone Pl Nashville TN 37210

County of Residence: Davidson

Phone Number (optional): 615-294-0480

Check here if you would like to receive notices via text ✓

E-mail Address (optional): jonathanrarick@gmail.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☑ Leisure/touring travel
   - ☑ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☐ 1-2 days a week
   - ☐ Weekends only
   - ☑ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☑ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☑ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☑ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☐ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☑ Yes
   - ☐ No
   - ☐ Neutral
   - ☐ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☑ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☑ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☑ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    I have grown used to the view. But if things are being changed, elevated lanes, etc that I may have to look at, that impacts me and my family.

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☑ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☑ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☑ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☑ Wayfinding signs
    - ☑ Interstate directional/decision signs
    - ☐ Overhead signs with estimated travel times
    - ☐ Changeable message signs
    - ☑ Pavement marking
    - ☐ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☑ Yes
    - ☐ No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: John Ray Clemmons Date: 8/28/24

Mailing Address: 2501 Oakland Ave. Nashville 37212

County of Residence: Davidson

Phone Number (optional): 615 741 4410

Check here if you would like to receive notices via text ___

E-mail Address (optional): rep.john.ray.clemmons@capitol.tn.gov

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☑ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☑ Leisure/touring travel
   - ☐ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☑ 1-2 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☒ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☐ Yes
   - ☒ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☒ Neutral
   - ☒ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☒ Dislike
   - ☐ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☒ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☑ Wayfinding signs
    - ☑ Interstate directional/decision signs
    - ☑ Overhead signs with estimated travel times
    - ☐ Changeable message signs
    - ☑ Pavement marking
    - ☑ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☐ Yes
    - ☒ No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: MARK CLEVELAND Date: 8/29/24

Mailing Address: 2109A Scott Ave Nashville TN

County of Residence: Davidson

Phone Number (optional): 615-519-9294

Check here if you would like to receive notices via text YES

E-mail Address (optional): me@markacleveland.com

Check here if you would like to receive e-mail notices NO

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☒ Leisure/touring travel
   - ☒ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☒ 1-2 days a week
   - ☐ Weekends only
   - ☒ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☒ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☒ Yes
   - ☐ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☐ Neutral
   - ☒ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☒ Dislike
   - ☐ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

SHORT TREES - RESTORATION OF NATIVE GRASSLAND AND FLOWERING SPECIES TO ACHIEVE BIO DIVERSITY, COLOR, SUPPORT ENVIRONMENTAL GOALS AND DEFEAT MONO-CULTURE, NON NATIVE GRASS

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
   - ☐ Prefer open view of the interstate travelers and transportation infrastructure
   - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
   - ☒ Prefer vegetation or trees
   - ☐ Prefer retaining walls or noise barriers
   - ☐ Prefer to view bridge structures in the skyline
   - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
   - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
   - ☒ Prefer vegetation or trees
   - ☐ Prefer retaining walls or noise barriers
   - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - [x] Rock formations
    - [x] Vegetated landscapes
    - [ ] Agricultural fields
    - [ ] Residential communities
    - [ ] Industrial warehouses
    - [ ] Commercial retail centers
    - [ ] Business/employment centers
    - [ ] City views
    - [ ] Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - [x] Wayfinding signs
    - [x] Interstate directional/decision signs
    - [x] Overhead signs with estimated travel times
    - [x] Changeable message signs
    - [ ] Pavement marking
    - [ ] Roadway lighting
    - [ ] Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - [x] Yes
    - [ ] No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Faye Pulse Date: 8/29/2024

Mailing Address: 4716 Reischa Dr.; Nashville, TN 37211

County of Residence: Davidson

Phone Number (optional): 615-832-9165

Check here if you would like to receive notices via text ___ NO

E-mail Address (optional): fadepulse@aol.com

Check here if you would like to receive e-mail notices ✓

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☑ Leisure/touring travel
   - ☑ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☑ 5 days a week
   - ☐ 1-2 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☑ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☑ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☑ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☐ Neutral
   - ☑ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☑ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☑ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☑ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☑ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☑ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☑ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☐ Wayfinding signs
    - ☐ Interstate directional/decision signs
    - ☐ Overhead signs with estimated travel times
    - ☐ Changeable message signs
    - ☑ Pavement marking
    - ☐ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☑ Yes
    - ☐ No

Visual Preferences Survey

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Your Name: Jeff Daniel Date: 8/29

Mailing Address: 300 Fieldcrest DR Nashville, 37211

County of Residence: DAVIDSON

Phone Number (optional): _____

Check here if you would like to receive notices via text ___

E-mail Address (optional):

_____

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☐ Leisure/touring travel
   - ☒ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☐ 1-2 days a week
   - ☐ Weekends only
   - ☒ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☒ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☒ Yes
   - ☐ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☒ Yes
   - ☐ No
   - ☐ Neutral
   - ☒ ~~I am~~ not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☒ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - [x] Sparse vegetation with a partial view of the vehicles/travel lanes
   - [ ] Dense vegetation and trees with no view of vehicles/travel lanes
   - [ ] Structural retaining walls or noise barriers
   - [ ] Full view of interstate lanes, bridge structures and signs
   - [ ] Partial view of interstate lanes, bridge structures and signs
   - [ ] Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - [ ] Like
   - [x] Dislike
   - [ ] Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    TN native plants... trees

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - [ ] Prefer open view of the interstate travelers and transportation infrastructure
    - [ ] Prefer open view of community, businesses and homes surrounding the interstate corridor
    - [x] Prefer vegetation or trees
    - [ ] Prefer retaining walls or noise barriers
    - [ ] Prefer to view bridge structures in the skyline
    - [ ] Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - [ ] Prefer open view of community, businesses and homes surrounding the interstate corridor
    - [x] Prefer vegetation or trees
    - [ ] Prefer retaining walls or noise barriers
    - [ ] Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☒ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    Limestone Cliffs relative to LaVergne-Smyrna

15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☐ Wayfinding signs
    - ☐ Interstate directional/decision signs
    - ☐ Overhead signs with estimated travel times
    - ☒ Changeable message signs
    - ☐ Pavement marking
    - ☐ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☒ Yes
    - ☐ No

Visual Preferences Survey

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Your Name: Lorraine Vancamp Date: 8/29/2024

Mailing

Address: 255 Sunrise Ave Nashville, TN 37211

County of Residence: Davidson

Phone Number (optional): _____

Check here if you would like to receive notices via text ___

E-mail Address (optional):

ghm.Lvancamp@gmail.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☐ Leisure/touring travel
   - ☒ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast

   ☒ Visit friends doctors/hospitals, clinics
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☒ 1-2 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☒ Transit
   - ☐ Carpool
   - ☐ Rideshare

   ☒ Bus

- ☐ Business vehicle
- ☐ Trucking
- ☒ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☒ Yes
   - ☐ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☐ Neutral
   - ☒ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☒ Other (please specify): N/A

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☒ Other (please specify): N/A
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☒ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    I would like more natural "no mow" areas
11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☒ Prefer vegetation or trees
    - ☒ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☒ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☒ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - [x] Rock formations
    - [x] Vegetated landscapes
    - [ ] Agricultural fields
    - [ ] Residential communities
    - [ ] Industrial warehouses
    - [ ] Commercial retail centers
    - [ ] Business/employment centers
    - [ ] City views
    - [ ] Other (please specify): _____

14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

I like the openness of some of the area between Bell Rd & Haywood Ln

15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - [x] Wayfinding signs
    - [x] Interstate directional/decision signs – on the pavement
    - [x] Overhead signs with estimated travel times
    - [x] Changeable message signs – more of those so you know earlier
    - [x] Pavement marking
    - [x] Roadway lighting
    - [x] Other (please specify): Variable speed limit signs

16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - [x] Yes
    - [ ] No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Kelvin Graves Date: 8/29/24

Mailing Address: 1382 Rural Hill road unit 367 Antioch, TN

County of Residence: Davidson

Phone Number (optional): 615-606-9363

Check here if you would like to receive notices via text ___

E-mail Address (optional): kgrocks2007@outlook.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☑ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☐ Leisure/touring travel
   - ☐ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☑ 1-2 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☑ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☑ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☑ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☐ Neutral
   - ☑ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☐ Residential
   - ☐ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☐ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☑ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☑ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☑ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☑ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☑ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____

15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☑ Wayfinding signs
    - ☑ Interstate directional/decision signs
    - ☑ Overhead signs with estimated travel times
    - ☑ Changeable message signs
    - ☑ Pavement marking
    - ☑ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☑ Yes
    - ☐ No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: ELIZABETH DUDAS Date: 08/29/24

Mailing

Address: 5369 SUNNYVALE DR. ANTIOCH, TN 37013

County of Residence: DAVIDSON

Phone Number (optional): _____

Check here if you would like to receive notices via text ___

E-mail Address (optional):

lizdudas@aol.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - ☐ Commute for work/school
   - ☐ Utilize I-24 for work via shipping routes
   - ☒ Leisure/touring travel
   - ☒ Occasional travel for various reasons
   - ☐ I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - ☐ Every day
   - ☐ 5 days a week
   - ☒ 1-2 days a week
   - ☐ Weekends only
   - ☐ Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - ☐ Transit
   - ☐ Carpool
   - ☐ Rideshare

- ☐ Business vehicle
- ☐ Trucking
- ☒ Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - ☒ Yes
   - ☐ No
   - ☐ Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - ☐ Yes, from my residence
   - ☐ Yes, from my business or place of work
   - ☒ No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - ☐ Yes
   - ☐ No
   - ☒ Neutral
   - ☐ I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - ☒ Residential
   - ☒ Recreational
   - ☐ Institutional
   - ☐ Civic
   - ☒ Retail
   - ☐ Commercial
   - ☐ Industrial
   - ☐ Agricultural
   - ☐ Other (please specify): _____

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☒ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☐ Like
   - ☐ Dislike
   - ☐ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☒ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☒ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☒ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☒ Vegetated landscapes
    - ☐ Agricultural fields
    - ☐ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    THE NASHVILLE SKYLINE I-24 AT OLD HICKORY BLVD.

15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☒ Wayfinding signs
    - ☒ Interstate directional/decision signs
    - ☒ Overhead signs with estimated travel times
    - ☒ Changeable message signs
    - ☐ Pavement marking
    - ☐ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☒ Yes
    - ☐ No

Visual Preferences Survey

The Tennessee Department of Transportation (TDOT) is soliciting general visual preferences for the I-24 Southeast Choice Lanes project. The responses to this survey will inform the visual impacts assessment that will be conducted during the environmental analysis. TDOT will consider the public's input in balancing the community's desires with meeting environmental regulations, design requirements and safety considerations to determine where mitigation measures are appropriate.

Your Name: Jessica Azor Date: 08/29/24

Mailing Address: 1905 Peaceful Brook Drive Antioch, TN 37[illegible]13

County of Residence: Davidson

Phone Number (optional): 615-436-3338

Check here if you would like to receive notices via text [X]

E-mail Address (optional): dabestjazor@gmail.com

Check here if you would like to receive e-mail notices ___

1. Do you travel on the I-24 Southeast corridor regularly? Please select all that apply:
   - [X] Commute for work/school
   - [ ] Utilize I-24 for work via shipping routes
   - [X] Leisure/touring travel
   - [X] Occasional travel for various reasons
   - [ ] I do not travel on I-24 Southeast
2. How often do you travel on the I-24 Southeast corridor (Select one answer)?
   - [X] Every day
   - [ ] 5 days a week
   - [ ] 1-2 days a week
   - [ ] Weekends only
   - [ ] Occasional travel
3. When you travel on the I-24 Southeast corridor, which form of transportation do you utilize most often (select one answer)?
   - [ ] Transit
   - [X] Carpool
   - [ ] Rideshare

- [x] Business vehicle
- [ ] Trucking
- [ ] Single-passenger personal vehicle

4. Are you concerned about the views from the I-24 Southeast corridor as a **traveler** on the corridor? **Travelers** are drivers or passengers utilizing the corridor for commuting, leisure travel, shipping, local vehicle travel or short trips. (Select one answer)
   - [ ] Yes
   - [x] No
   - [ ] Neutral
5. Can you currently view the I-24 Southeast corridor from your residence or business (place of work)? (Select one answer)
   - [ ] Yes, from my residence
   - [ ] Yes, from my business or place of work
   - [x] No
6. Are you concerned about the views from the I-24 Southeast corridor as a neighbor, a residence or a business located close enough that they could view the interstate even if obscured by other buildings or vegetation, on the corridor? **Neighbors** could include residential, recreational, institutional, civic, retail, commercial, industrial or agricultural entities. (Select one answer)
   - [ ] Yes
   - [x] No
   - [ ] Neutral
   - [ ] I am not a neighbor to the I-24 Southeast corridor.
7. If you are a neighbor to the I-24 Southeast corridor, which term below best describes which type of neighbor? (select one that best fits):
   - [ ] Residential
   - [ ] Recreational
   - [ ] Institutional
   - [ ] Civic
   - [ ] Retail
   - [ ] Commercial
   - [ ] Industrial
   - [ ] Agricultural
   - [ ] Other (please specify): N/A

8. How would you best describe your current view of the I-24 Southeast corridor from your residence or business (select one answer)?
   - ☐ Sparse vegetation with a partial view of the vehicles/travel lanes
   - ☐ Dense vegetation and trees with no view of vehicles/travel lanes
   - ☐ Structural retaining walls or noise barriers
   - ☐ Full view of interstate lanes, bridge structures and signs
   - ☐ Partial view of interstate lanes, bridge structures and signs
   - ☐ Other (please specify): _____
9. Do you like or dislike the existing visual character of the I-24 Southeast corridor (select one answer)?
   - ☒ Like
   - ☐ Dislike
   - ☐ Neutral
10. If you dislike your current view of the I-24 Southeast corridor, what would improve your current view?

    _____

    _____

    _____

    _____

    _____

11. As **a neighbor** to the I-24 Southeast corridor, what would you prefer the future I-24 Southeast corridor to look like? (Select the one that best fits your preference)
    - ☐ Prefer open view of the interstate travelers and transportation infrastructure
    - ☐ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☒ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Prefer to view bridge structures in the skyline
    - ☐ Other (please specify): _____
12. As **a traveler on the I-24 Southeast Corridor**, what would you prefer the future I-24 Southeast corridor to look like?
    - ☒ Prefer open view of community, businesses and homes surrounding the interstate corridor
    - ☐ Prefer vegetation or trees
    - ☐ Prefer retaining walls or noise barriers
    - ☐ Other (please specify): _____

13. As a **neighbor** to the I-24 Southeast Corridor, what scenery most contributes to your community's identity (select one that best fits)?
    - ☐ Rock formations
    - ☐ Vegetated landscapes
    - ☐ Agricultural fields
    - ☒ Residential communities
    - ☐ Industrial warehouses
    - ☐ Commercial retail centers
    - ☐ Business/employment centers
    - ☐ City views
    - ☐ Other (please specify): _____
14. Are there any existing features or natural resource viewpoints that are significant/important along the corridor to you? If so, what is the location of the viewpoint?

    _____

    _____

    _____

    _____

    _____
15. What visual guides are most important to you as a **traveler** on the I-24 Southeast corridor (Select all that apply)?
    - ☒ Wayfinding signs
    - ☒ Interstate directional/decision signs
    - ☐ Overhead signs with estimated travel times
    - ☐ Changeable message signs
    - ☐ Pavement marking
    - ☒ Roadway lighting
    - ☐ Other (please specify): _____
16. Would you like to be contacted to participate in a future focus group for the visual impact assessment?
    - ☒ Yes
    - ☐ No