

Highway 67 Improvements Study

Summary of Preliminary Findings

Comparison of Alternatives

November 12-13, 2014

		Total Cost (million \$)	Length	Travel Time Improvements	2035 Traffic Congestion	2012 Meeting Support	Environmental/ Community Impacts	Construction Phasing	Traffic Diversion	Recommendation
No-Action Alternative		\$0.0	47.2 miles	None	Moderate in Pocahontas Little Elsewhere	Limited	Minimal	N/A	None	Retain
Alternative 1		\$193.8	47.2 miles	3 minutes	Moderate in Pocahontas None Elsewhere	Moderate Randolph County Support	High	Very Easy	Minimal	Discard
Alternative 2		\$246.6	43.9 miles	10 minutes	None	High Randolph County Support	Moderate	Easy	Moderate	Retain
Alternative 3E	Freeway	\$442.4	44.0 miles	15 minutes	None	Limited	Moderate	Difficult	Excellent	Discard
	Expressway	\$410.0								
Alternative 3W	Freeway	\$431.0	44.6 miles	14 minutes	None	Limited	Moderate	Difficult	Excellent	Discard
	Expressway	\$398.6								
Alternative 4E	Freeway	\$378.3	39.3 miles	19 minutes	None	High Clay County Support	Moderate	Difficult	Excellent	Retain
	Expressway	\$345.9								
Alternative 4W	Freeway	\$367.0	39.9 miles	18 minutes	None	High Clay County Support	Moderate	Difficult	Excellent	Retain
	Expressway	\$334.5								
Alternative 5	Freeway	\$400.5	41.7 miles	17 minutes	None	Moderate Randolph County Support	Moderate	Moderate	Excellent	Retain
	Expressway	\$368.1								

Total Cost is the estimated cost to complete the facility (in 2014 dollars), including roadway construction, right-of-way acquisition, utility relocation and engineering costs.

Length represents the approximate travel distance between Walnut Ridge and the Missouri State Line.

Travel Time Improvement represents the improvement in travel time between Walnut Ridge and the Missouri State Line (compared to the existing route).

2035 Traffic Congestion is a qualitative estimate of traffic congestion levels under each alternative in 2035.

Environmental/Community Impacts provides a cursory assessment of impacts to existing natural, cultural and socioeconomic resources.

Construction Phasing describes how well the alternative can be divided into shorter segments of independent utility until the full highway is complete.

Traffic Diversion indicates how well the alternatives attract traffic from more congested regional routes, such as Interstates 40 and 55.

On a **Freeway**, roadway access is only provided at interchanges. On an **Expressway**, limited access is provided via at-grade intersections with major public roadways.