

**Highway 67 Corridor Study Public Involvement**  
**AHTD Job 061261**  
**Redmond Road - Cabot (Widening) (Highway 67)**  
**Pulaski and Lonoke Counties**  
**September 11-12, 2012**

**Why is this Public Involvement meeting being held?**

Highway 67 a heavily traveled commuter route in central Arkansas. It is the primary route for moving people and goods between the central Arkansas area and northeast Arkansas, and beyond. This meeting is the second in a series of meetings to discuss ways to reduce traffic congestion on portions of Highway 67 between Redmond Road in the City of Jacksonville through the City of Cabot. Continued growth in traffic volumes is expected to lead to worsening congestion. Additionally, pavement and bridge reconstruction is needed on portions of Highway 67 in the coming years to maintain the existing transportation infrastructure.

**What is being presented today?**

Alternative design concepts to improve traffic circulation in the corridor are being presented. These design concepts focus upon immediate transportation needs along the freeway main lanes, frontage roads and interchanges. Alternative highway design concepts that include widening highway 67 and converting the frontage roads in Jacksonville to one-way traffic operations are shown on the exhibits. Additionally, potential future interchange alternatives and locations are displayed on the exhibits.

**What is included in the Study Area?**

The study area includes the Highway 67 Corridor from Redmond Road in Jacksonville (Pulaski County) through Cabot (Lonoke County). The freeway main lanes, ramps, interchanges and frontage roads are the primary transportation components being addressed today. Additionally, parallel highways are being evaluated, including Highway 161, Highway 367, and the adjacent frontage roads. The study area includes the Cities of Jacksonville and Cabot, and portions of Pulaski and Lonoke Counties.

**What else is being studied?**

Conceptual alternatives will be included in the study document that that assess the ability of new location alignments, alternative transportation modes, High Occupancy Vehicle lanes, Transportation Systems Management, Travel Demand Management, Intelligent Transportation Systems, and No-Build alternatives to meet transportation needs in the future. Also, traffic management needs for highway construction, maintenance and incident management are being addressed. Conceptual future interchange locations will be considered as part of the corridor study.

**What comes next?**

Input gathered during these the public meetings will be considered and alternative design concepts finalized. Planning, environmental and interchange justification documents will be prepared, and design of the next phase of Highway 67 will commence. Projects will be programmed as funding is available and based upon transportation needs. Additional public involvement opportunities will be offered as needed.

