

TOP REASONABLE ALTERNATIVE



The study team proposes that the **10-Lane C/D Reasonable Alternative** is the top alternative.

- Has the best mobility and safety performance
- Is only a slightly higher cost than the 10-Lane GP
- Has environmental impacts that are generally similar across all Reasonable Alternatives
- Has C/D roads – especially in the downtown section - that allow for better and safer access to and from neighborhoods

Purpose & Need and Study Goals listed in no particular order.

Purpose & Need

Traffic congestion	✓
Roadway safety	✓
Structural and functional roadway deficiencies	✓
Navigational safety	✓
Structural and functional bridge deficiencies	✓

Study Goals

Improve opportunity for east-west connectivity	✓
Improve local vehicle access to downtown Little Rock and North Little Rock	✓
Accommodate existing transit and future transit	✓
Minimize river navigation disruptions during/after construction	✓
Sustain public and agency input and support for the I-30 corridor improvements	✓
Maximize I-30 cost efficiency	✓
Enhance mobility	✓
Connect bicycle/pedestrian friendly facilities	✓
Improve system reliability	✓
Improve safety	✓
Follow through on commitment to voters to improve I-30 as part of the Connecting Arkansas Program	✓
Avoid and/or minimize impacts to the human and natural environment, including historic and archaeological resources	✓
Optimize opportunities for economic development	✓
Minimize roadway disruptions during construction	✓