The purpose of the feasibility study "I/64 Žilina - Topoľčany" is to assess the options proposed for the I/64 route in the addressed section in terms of technical feasibility, taking into account the transport, environmental and economic aspects. The feasibility study addresses at least one option with an investment, one minimalist option and a zero option (i.e. with the work not being executed) and the respective assessments thereof.

The purpose of the study is to design the most technically, economically and environmentally suitable solution for the I/64 route in the Žilina and Topoľčany section, directly joining the I/9 road in the district of Prievidza, and the roads I/18, I/60 in the district of Žilina, including road junction nodes specified in more detail in Žilina and Prievidza. Evaluation of the routes already proposed in terms of the ÚPN regions - ÚPN ŽSK, ÚPN TSK, addition of other options and their evaluation. The feasibility study will serve the EC and the Slovak Republic as a basis for proper decision-making and determination of the steps of the construction, modernization and reconstruction of road sections of this route.

Part of this feasibility study is the assessment of the I/64 road from the border of the Nitra and Trenčín regions (km 107.506 of the I/64 cumulative stationing) to the connection to the I/60 road at 200,111 km (cum. stat.). It also includes a section of the I/60 road in Žilina from its intersection with I/64 at 1.228 km (I/60) to the intersection with the street called Ľavobrežná, i.e. with the II/583A road at 3.279 km (I/60) and the privileged transit section with I/9 road between Nováky and Prievidza at 67.7 - 75.3 km, the length of which is 7.6 km.
The total length of the I/64 and the I/60 road sections assessed is 102 km.

The assessed section of the I/64 road is mostly of a local nature in terms of its parameters, also due to the fact that in the section between Prievidza and Žilina, this road was originally a road of the II. class marked as II/518 until 1986. Its width arrangement corresponds thereto, where a large part of the route is of the width that does not correspond to the requirements for a class I road. An exception is the section (in the privileged transit route with the I/9 road) between Nováky and Prievidza, in a 4-lane arrangement as to its capacity, and the bypass of Rajecké Teplice in the C 11.5 category. The I/64 route in the assessed section leads through the stretches of towns and municipalities affected, while in the affected towns it also fulfills the function of the main collecting road to which other local roads connect, which already creates traffic problems.

As part of the input data analysis, in addition to data on the existing road network and its development plans at the state, regional and municipal level, data on traffic intensities, traffic profile surveys were collected in 18 profiles of the wider road network. 14 intersection surveys were carried out and data from cordon surveys were used in 9 localities. In addition to the data obtained from traffic surveys, the analysis used other data on the investment plans obtained in the areas of railways in the given corridor and data on accidents and public transport services in the given corridor. Based on the collected and analyzed data, a transport model of the affected area was developed for the forecast period up to 2050.

In the next part of the input data analysis, attention was focused on the analysis of fixed and variable data of the I/64 road, i.e. on its directional, elevation and latitude arrangement, on the analysis of accidents and attention was paid to selected sites showing safety defects during the I/64 road safety inspections. All these data served as a basis for the elaboration of a proposal of technical options for addressing the I/64 road modifications in the given corridor.

Based on the input data analysis, the corridor was divided into 9 separate sections with the following work titles:

1	Section title: **"Bypass of Žabokreky nad Nitrou"** Section description: Hr. kr NR/TN - Chynorany - Žabokreky nad Nitrou
2	Section title: **"Partizánske - Hradište"** Section description: Žabokreky nad Nitrou - Partizánske - Oslany - Čereňany - Zemianské Kostolany - Nováky
3	Section title **"Prievidza Bypass"** Section description: intersection with I/9 road - Prievidza
4	Section title **"Bypass of Nitrianske Pravno"** Section description: Nedožery - Brezany - Poluvsie - Nitrianske Pravno - Kľačno
5	Section title **"Kľačno - Fačkov - Šuja"** Section description: section from Kľačno - Fačkov - Rajecká Lesná - end before Šuja
6	Section title **"Rajec Bypass"** Section description: Šuja - Rajec - Kľače - Rajecké Teplice - Polúvsie
7	Section title **"Porúbka Bypass"**

	Section description: Porúbka - Litavská Lúčka - end of the expressway feeder to Žilina
8	Section title **"Žilina - Southwest"** Section description: Connection of the feeder near Bytčica with I/18 at Mojšová Lúčka
9	Section title **"Žilina - Southeast"** Section description: Connection of I/18 over the waterworks I/18 Žilina with the II/583A road at KIA Motors I/18 before Varín - entrance to Žilina all the way to the Tesco - I/60 intersection to the c II/583 intersection on Ľavobrežná

With respect to the above, at least one option with an investment (for example, a bypass design) and one minimalist option (with modification of an existing road) were always drafted and compared to the zero option, i.e. with the existing road.

The selected sections were assessed economically in the **CBA analysis**, the results of which can be summarized in the following table:

1	Section title: **"Bypass of Žabokreky nad Nitrou"**	The project shows negative socio-economic results in all the options proposed: Option A, Option B and the Minimalist option
2	Section title: **"Parizánske - Hradište"**	The project shows negative socio-economic results in the minimalist option and, at the same time, positive socio-economic results in option A and option B.
3	Section title **"Prievidza Bypass"**	The project demonstrates negative socio-economic results in the minimalist option, option A (implementation of both N1 and N2 structures), B - N3 option and, at the same time, positive socio-economic results in the A - N1 and the A - N2 option if only one of the constructions planned is carried out.
4	Section title **"Bypass of Nitrianske Pravno"**	The project shows positive socio-economic results in both the minimalist and the A option.
5	Section title **"Kľačno - Fačkov - Šuja"**	The project shows negative socio-economic results in both the minimalist and the A option.
6	Section title **"Rajec Bypass"**	The project shows positive socio-economic results in both the minimalist and the A option.
7	Section title **"Porúbka Bypass"**	The project shows negative socio-economic results in both the minimalist and the A option, as well as in the B and the minimalist option.
8	Section title **"Žilina - Southwest"**	The project shows positive socio-economic results in both the minimalist and the A option.
9	Section title **"Žilina - Southeast"**	The project shows positive socio - economic results in the A option

Subsequently, an MCA analysis was prepared where, based on comparisons of the economic, technical, as well as environmental aspects, the following construction preference was identified:

IMPLEMENTATION SECTION		Minimalist option		Option A		Option B	
		Preferences	Order of preference	Preferences	Order of preference	Preferences	Order of preference
I.	Bypass of Žabokreky nad Nitrou	50.68%	1.	25.28%	2.	24.04%	3.
II.	Bypass of Partizánske-Hradište	27.89%	3.	37.26%	1.	34.85%	2.
III.	Prievidza Bypass			56.18%	1.	43.82%	2.
IV.	Fačkov - Nitrianske Pravno - Pravenec	51.21%	1.	48.79%	2.		
V.	Bypass of Kľačno - Nitrianske Pravno	61.40%	1.	38.60%	2.		
VI.	Rajec Bypass	68.99%	1.	31.01%	2.		
VII.	Porúbky Bypass	46.39%	1.	24.84%	3.	28.77%	2.

VIII.	Žilina - southwest	54.17%	1.	45.83%	2.		
IX.	Žilina - southeast	41.49%	2.	58.51%	1.		

Conclusion

Based on the above analyses, the following recommendations can be summarized as the feasibility study results:

- **Implement a new connection of the I/64 road with the I/9 road Partizánske - Hradište. It seems to be a suitable transport solution in the area of Hradište, to implement a level intersection of the R2, I/9 roads and the relocated I/64 road.**
- **Continue the implementation of the Prievidza bypass in the II. stage by means of the I. construction following the already built section.**
- **Implement the connection of roads I/18 and II/Žilina - Southeast**
- **Homogenize the I/64 road in extra-urban areas (outside the mountain section of Fačkovské sedlo) to a minimum width arrangement of C 9.5 with a focus on increasing traffic safety and eliminating point defects.**

Despite the CBA results and the recommended order of the MCA analysis, we recommend the client to reconsider the preparation of the Žilina - Southwest construction. The above-mentioned locality is sensitive to a change in traffic in the event of the shutdown of the tunnel Višňové. In such case, the proposed interconnection would divert transit traffic from the D1 outside the city of Žilina.

Despite the CBA results and the recommended order of the MCA analysis, we recommend the client reconsider the preparation of the Porúbka bypass construction. The above-mentioned locality is sensitive to a change in traffic in case of non-implementation of plans to the railway infrastructure of the route no. 126 Zilina - Rajec.