

WELCOME TO PUBLIC INPUT MEETING #1

I-94 MIDWAY GRANT MARSH BRIDGE ENGINEERING AND FEASIBILITY STUDY

Monday, June 5 | 5:30PM - 7:30PM

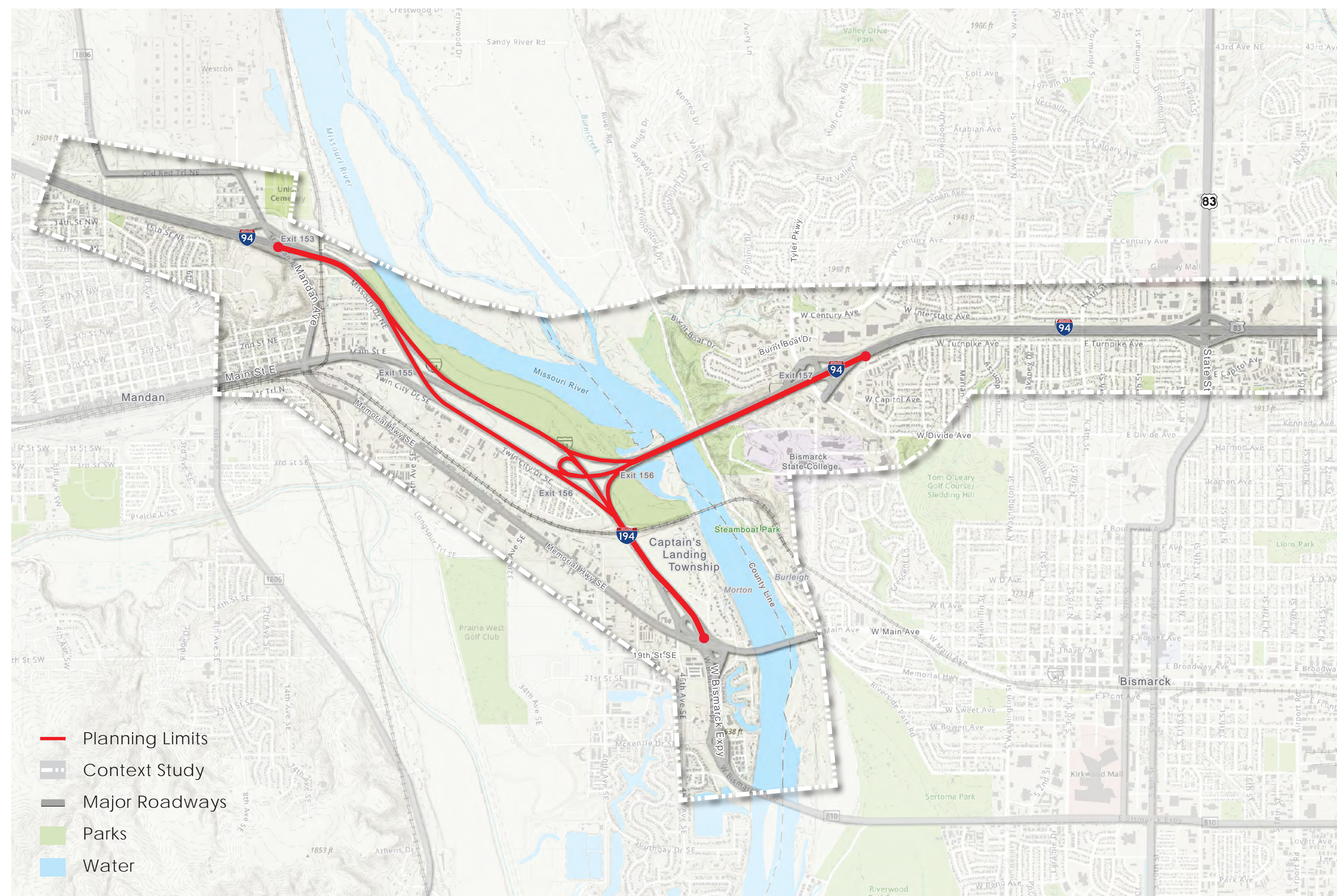
PROJECT BACKGROUND

About the Project

The Midway Interchange area and Grant Marsh Bridge connect I-94, I-194, and Bismarck and Mandan. The existing bridge and interchanges were constructed with the surrounding Interstate system, which has not experienced major improvements since it was originally built in 1965.

The bridge is reaching the end of its useful life and will need replacement in the future. This provides an opportunity to consider operational improvements for the I-94 and I-194 roadways and ramps. These Interstate improvements would work jointly with replacement alternatives for the Grant Marsh Bridge.

This Study will provide project-level analyses and early decisions that follow Federal Highway Administration (FHWA) guidance under the Planning and Environment Linkages (PEL) initiative. More information on PEL studies can be found on the 'What is a PEL Study?' board.



Study Purpose

The purpose of this study is to determine alternatives that improve traffic operations, increase capacity, reduce driver confusion, and maintain a uniform freeway system.

By following the PEL Study process, transportation planning is connected with environmental community concerns. The next step of the feasibility study is to incorporate the project into the federal environmental review process.



Project Location

The project is located along I-94 from Exit 153 in Mandan to Exit 157 in Bismarck and I-194 to Memorial Highway. This area encompasses the Midway interchange system and Grant Marsh Bridge. It is the main area being analyzed for traffic operations. This study will develop alternatives for this area.

Study Area

The study area encompasses the project location and various ramps and segments of the surrounding roadways. The purpose of studying this larger area is to understand how different alternatives within the project location will impact the greater roadway network.

WHAT WE HAVE HEARD

Who Are We Hearing From?

To understand the interests, goals, issues, future visions, and desired outcomes surrounding this project, NDDOT and Stantec have met with local agencies including cities, counties, the Metropolitan Planning Organization (MPO), parks and recreation agencies, transit agencies, and townships.

40+ letters have also been sent out to regulatory agencies, advocacy groups, utility companies, etc.



Agencies

Local Governments

Public

Other Stakeholders

Common Themes Discussed

Safety Concerns/Traffic Operations

- Weaving and short distance between interchanges
- Ramp from expressway northbound to interstate eastbound at Midway interchange is short and feeds directly into mainline traffic
- Left exits and tight loop ramps at midway and memorial highway interchanges can be dangerous, rollovers have occurred
- MPO's travel demand model (TDM) which will provide more insight on future traffic conditions

Access and Mobility

- Bismarck currently has a north-south connectivity issue. I-94 seen as a barrier as development has grown towards the interstate
- Lack of crossing opportunities north of existing Grant Marsh Bridge
- Limited access in and out of Captain's Landing in emergency situations

Pedestrians/Bicycles and Multimodal Networks

- Grant Marsh Bridge is an identified pedestrian/bicycle gap. Existing trails range from developed multi-use to unimproved mountain bike paths.
- Access to trails along the western riverbank from downtown Mandan is limited with the freeway/expressway as a barrier
- Need to determine how to connect a crossing on the bridge to a proposed pedestrian/bicycle network

Social, Environmental, and Economic (SEE) Impacts

- Concerns related to flooding along riverbanks
- Deep historical significance to the area. Request for more efforts to preserve the character of the area
- Diminishing "small town" feel due to increased congestion and through traffic
- Slope stability concerns exist along the river
- The river is a draw for recreation and history. A riverfront redevelopment initiative is being planned
- Interest in local betterments tied to the project

WHAT IS A PEL STUDY?

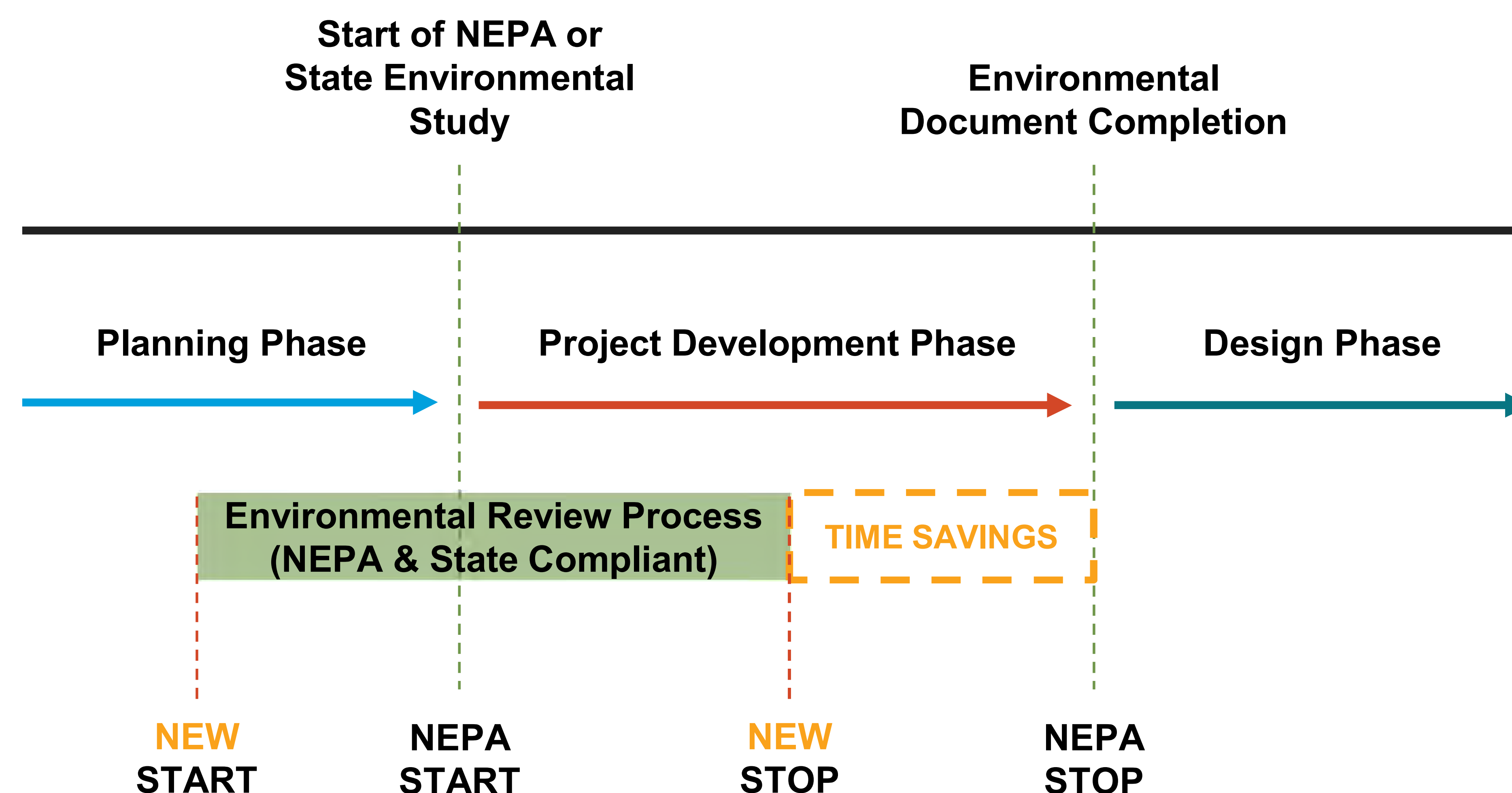


PEL is an integrated planning process that bridges the gap between long range/comprehensive planning and project level planning. The PEL process links planning information directly or by reference into the NEPA* phase of a project to save time.

Accelerates Project Delivery

The PEL approach serves to accelerate project delivery by shifting advanced work for the Environmental Review Process into the Planning Phase.

The early completion of key tasks shortens the duration of the actual Project Development Phase, allowing the Design Phase to start sooner.



The North Dakota Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

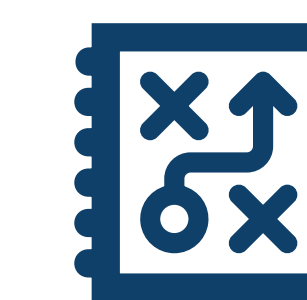
PEL Benefits



Accelerated project delivery



Consistency with federal and state laws and regulations



Better informed project selection to the State Transportation Improvement Program (STIP)



Enhanced DOT coordination with Local Governments



Early identification of local Stakeholders



Engaging non-transportation agencies in the decision-making process



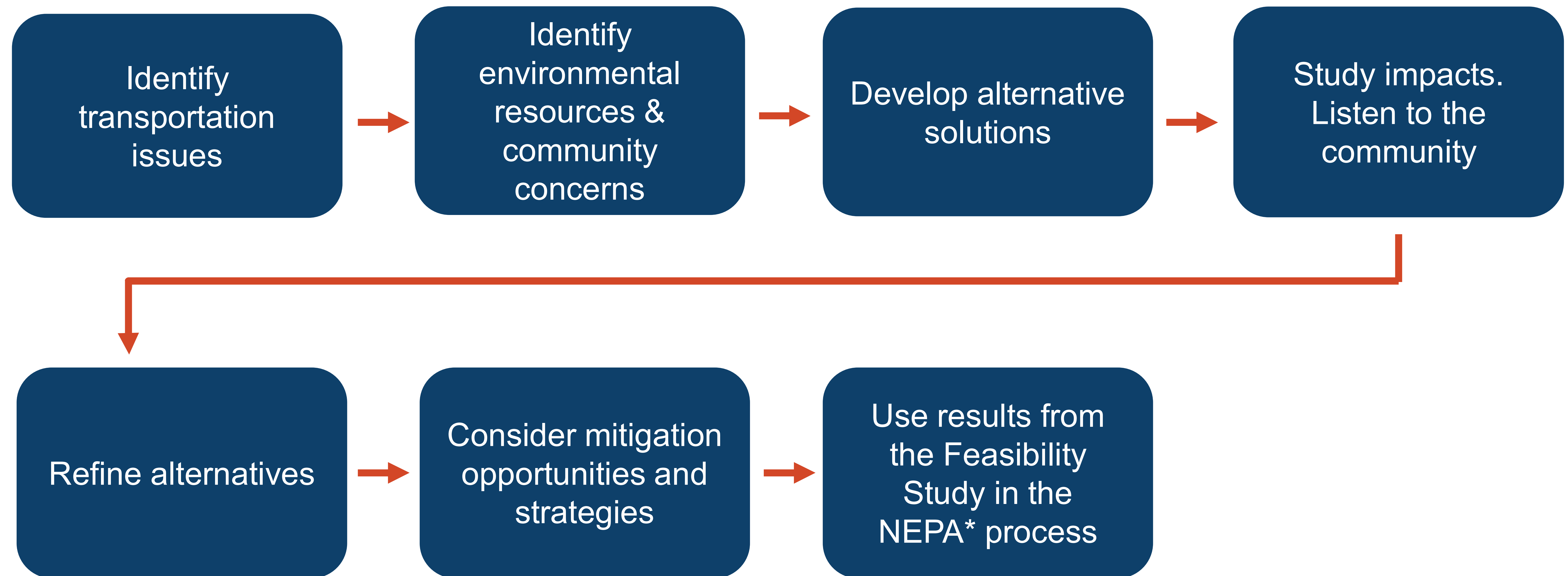
Fostering relationships between NDDOT and the Public



Creating better, more responsive outcomes for the entire community

* NEPA stands for National Environmental Policy Act that requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

STUDY PROCESS AND OBJECTIVES

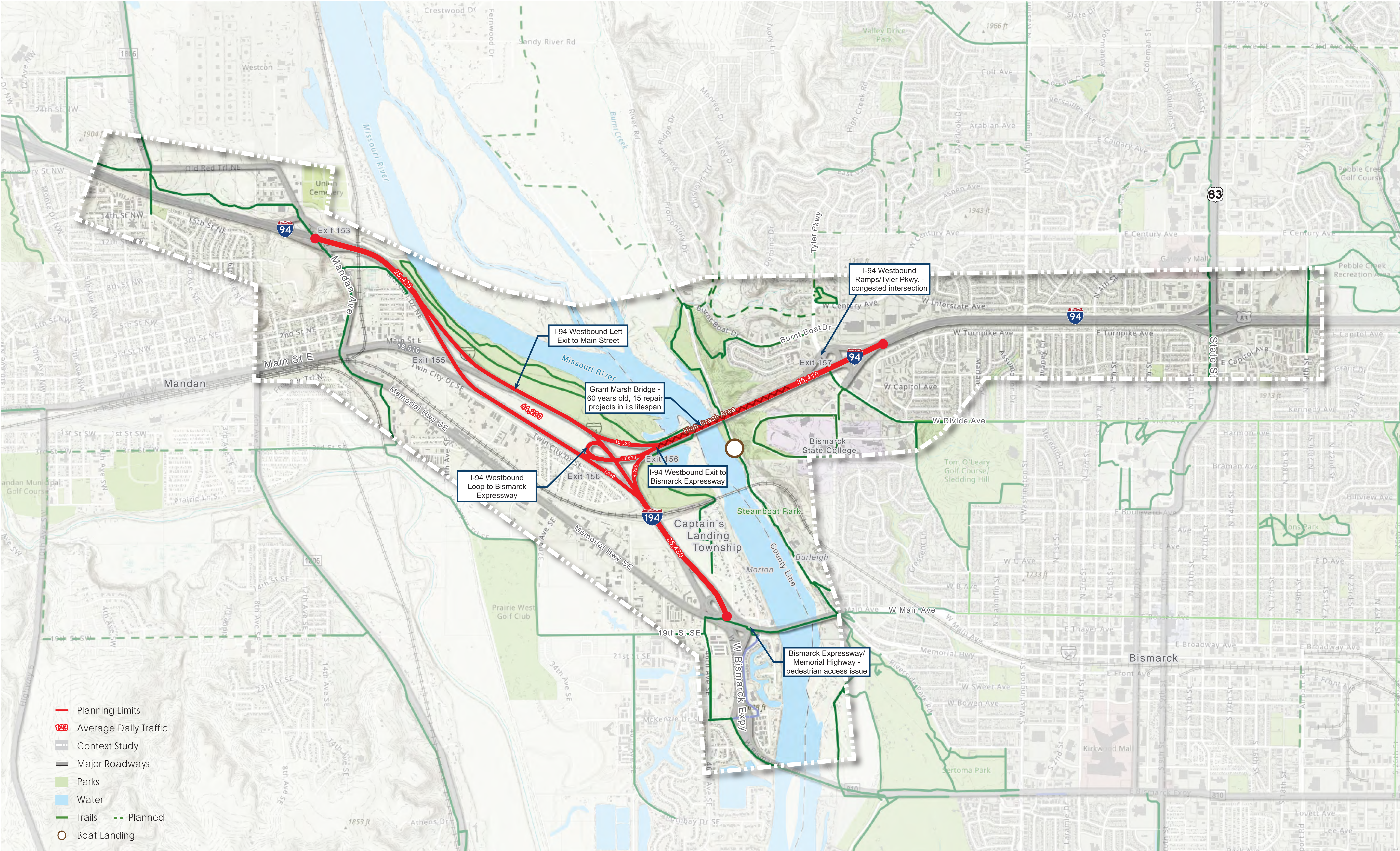


Study Objectives

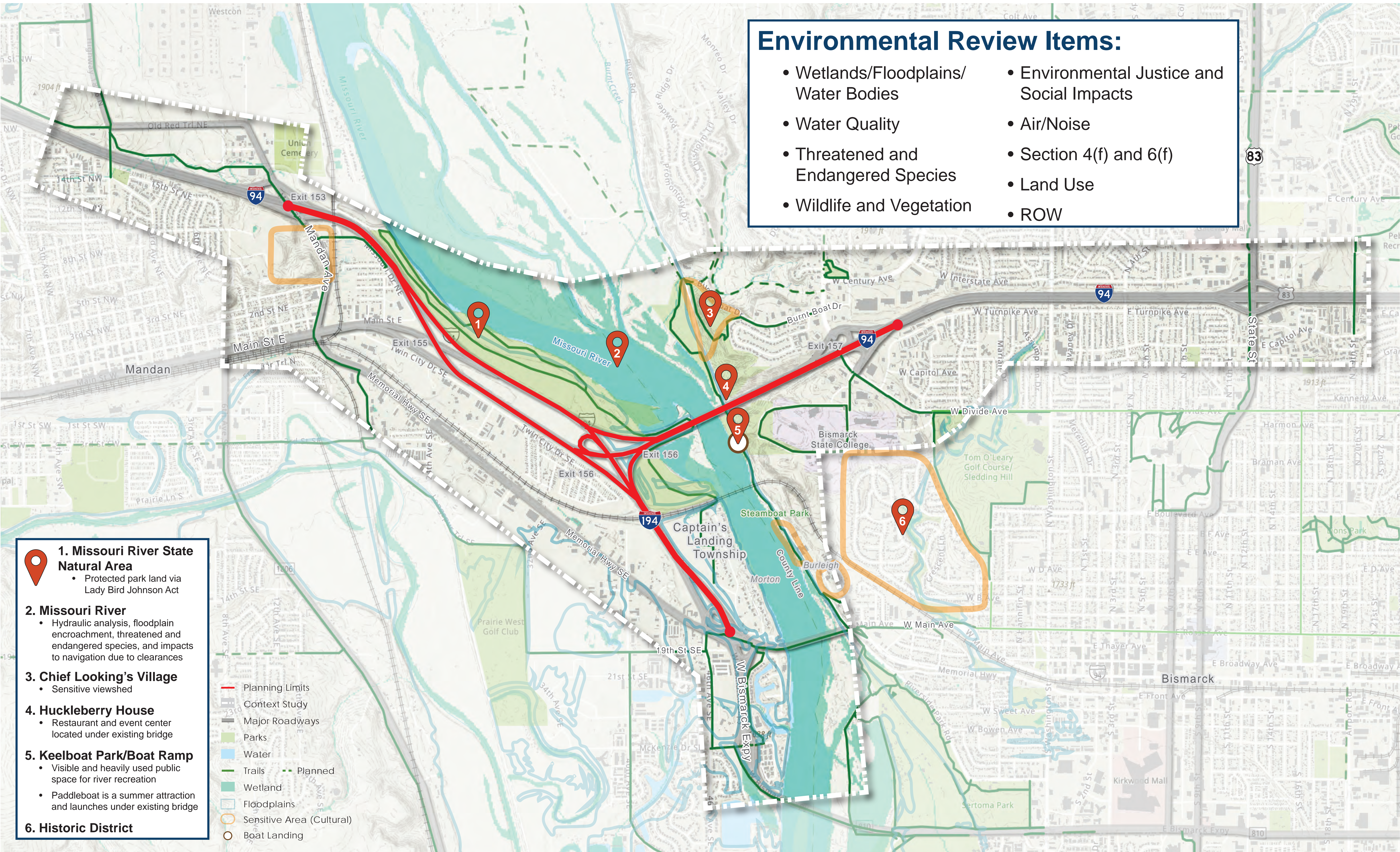
- 1** Analyze performance of I-94, I-194, and connected roadways and ramps in terms of operations, capacity and need for replacement.
- 2** Develop reasonable alternatives and a clearly defined plan to move the project through scoping and into NEPA* and design.

* NEPA stands for National Environmental Policy Act that requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

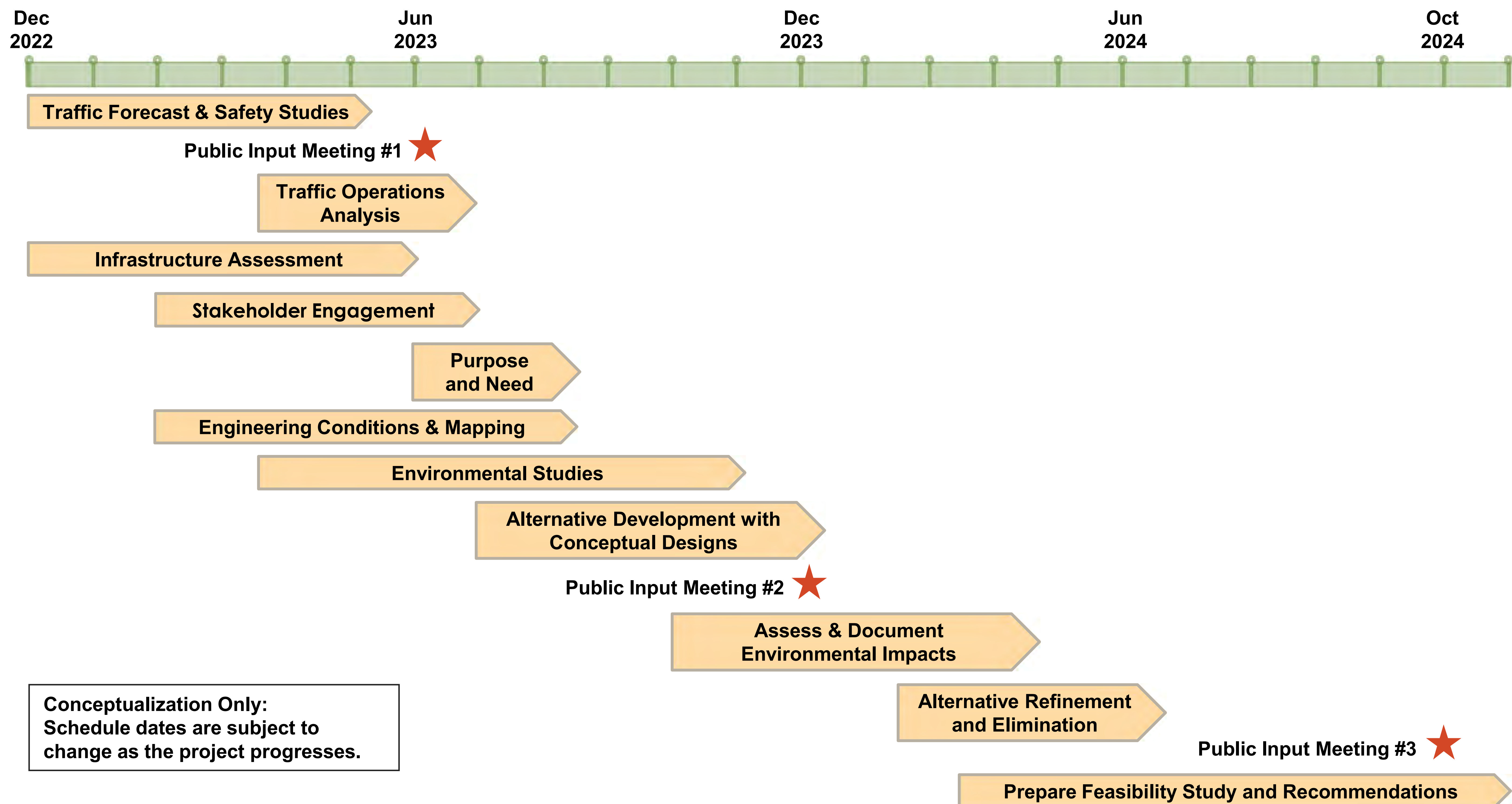
EXISTING CONDITIONS



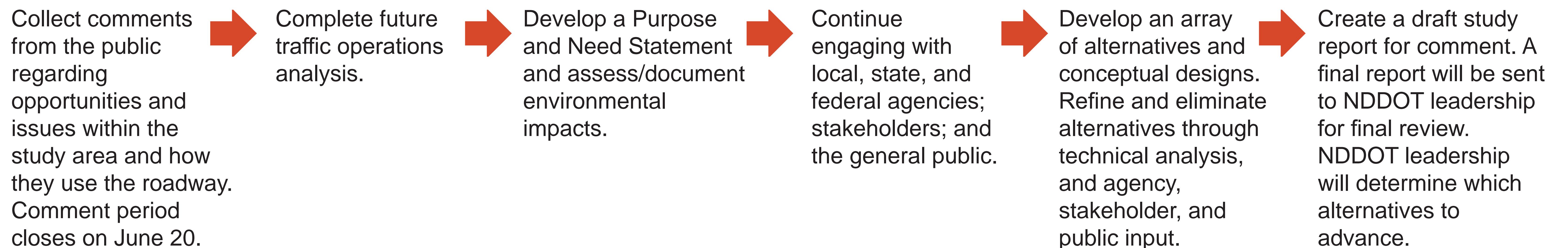
ENVIRONMENTAL CONSIDERATIONS



TENTATIVE SCHEDULE



Next Steps



STAY INVOLVED

Visit the Project Website

www.dot.nd.gov/midway-grantmarsh

Stay up-to-date on meetings, next steps, and opportunities. Materials from this public input meeting will be available to view on the project website following the meeting.

Interact with the Project

Place pins on our **interactive virtual map** to tell us what is important to you, opportunities for improvement, and how you use the corridor. This is available through the project website.

Attend a Future Public Meeting

Plan to join us at future public meetings. We will advertise upcoming meetings online and throughout the community. The next public input meeting is tentatively planned for **Winter 2023**.



Contact Us

We'd love to stay in touch and hear your feedback throughout the project.

Theresa Maahs, P.E., Stantec Project Manager
theresa.maahs@stantec.com | (612) 712-2083

Michael E. Johnson, P.E., NDDOT Project Manager
mijohnson@nd.gov | (701) 328-2118

Leave a Comment

Share feedback via written comments on the forms provided at the meeting or via email. Comments will be collected until **June 20**.

Subscribe for Project Updates

Sign-up for **email notifications** through the project website. Notifications include upcoming engagement opportunities and announce when new information has been posted.