



Project Overview Map

The project begins at the US Interstate 94 interchange and extends north 62 miles to the Watford City Bypass (McKenzie County Road 30).



I-94 Interchange

I-94 Interchange Geometry Option in Belfield.



Two alternatives for the roadway are being considered for the majority of the project corridor: RD-1—4-lane Divided, Depressed Median and RD-2—4-lane Divided, Flush Median



Wildlife Accommodation

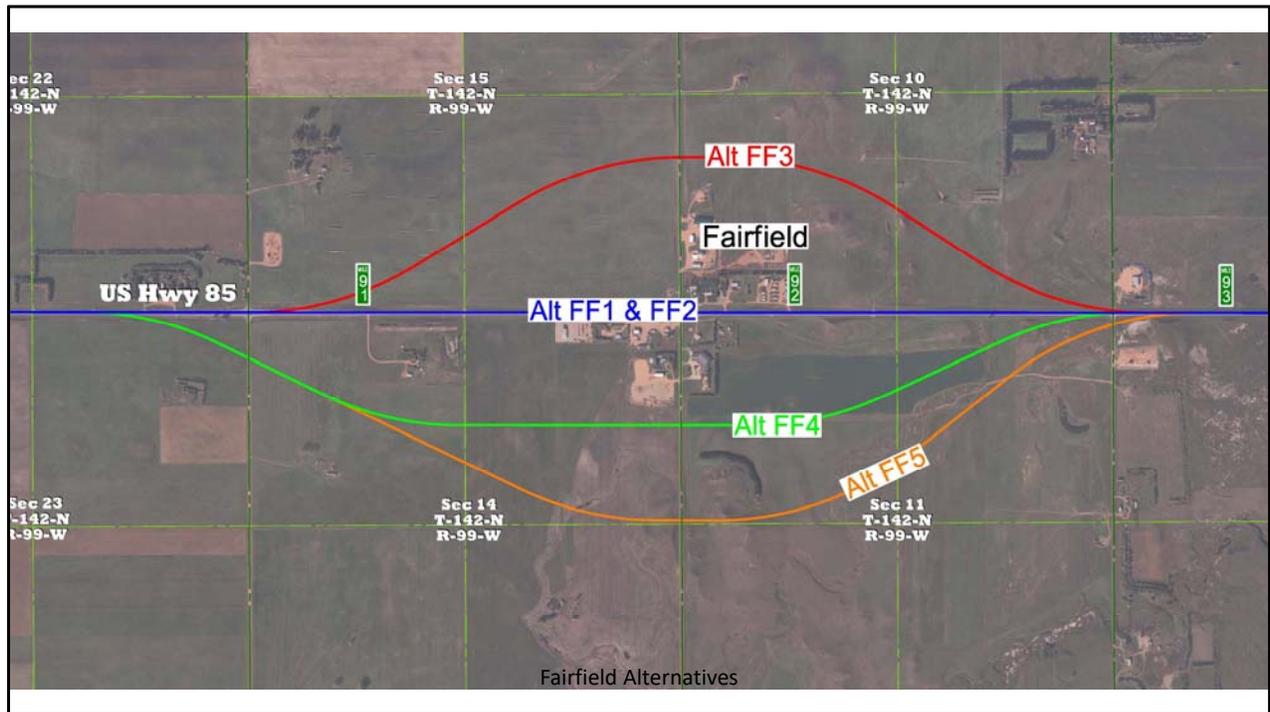
Existing bridge over the Green River. The bridge replacement will include 5-foot wildlife paths on either side of the river.



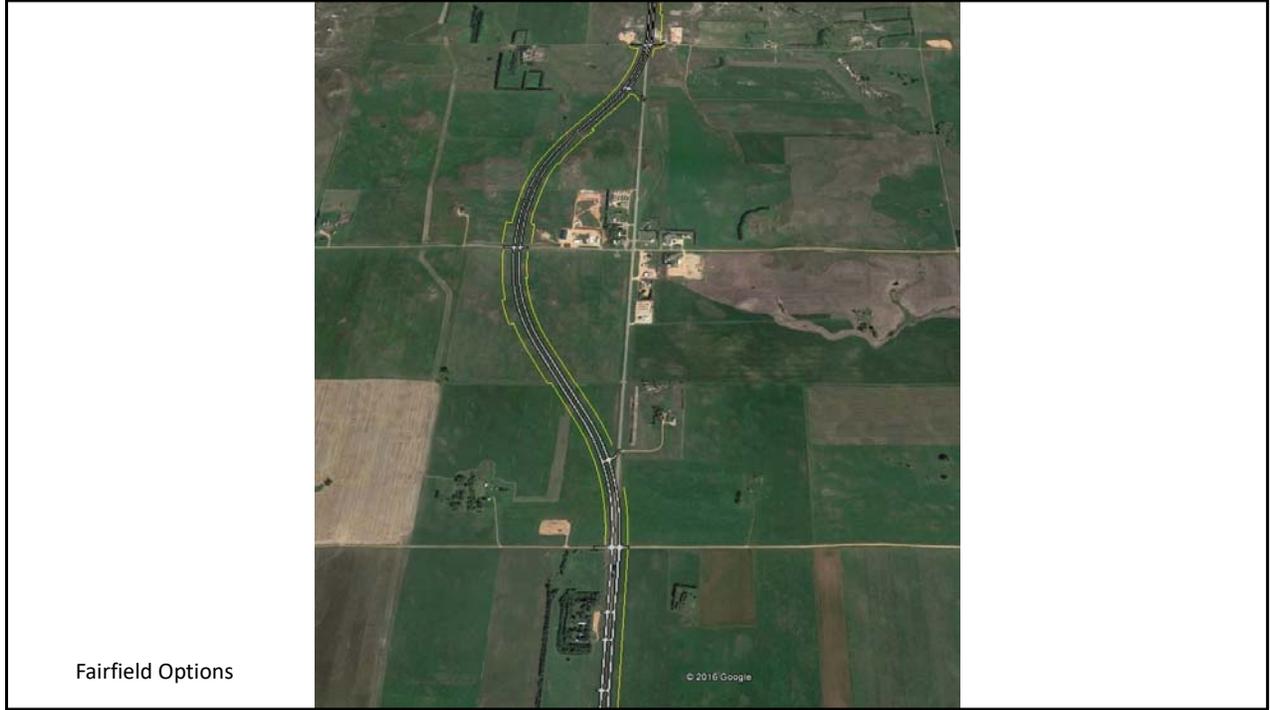
Example of one of the constraints along the corridor which was used to determine which side to widen for RD-1—4-lane Divided, Depressed Median alternative.



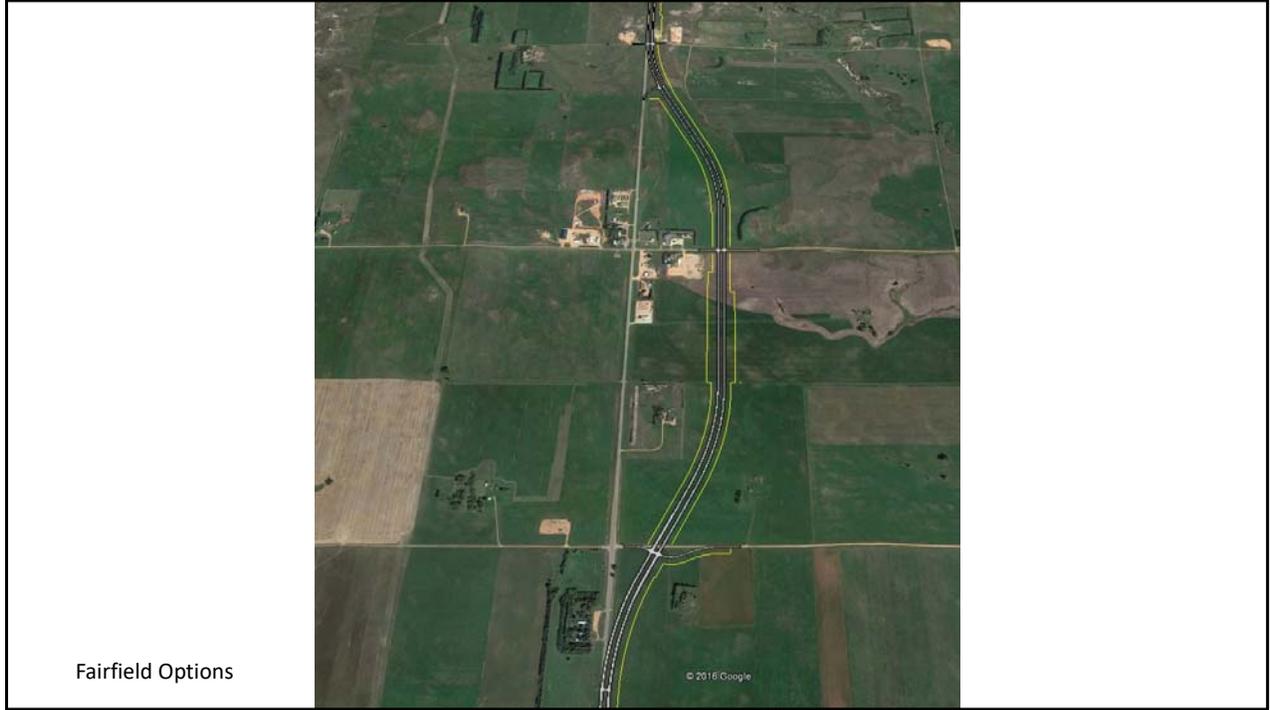
St. Demetrius Ukrainian Catholic Church & Cemetery, another example of a constraint along the corridor to determine which side to widen.



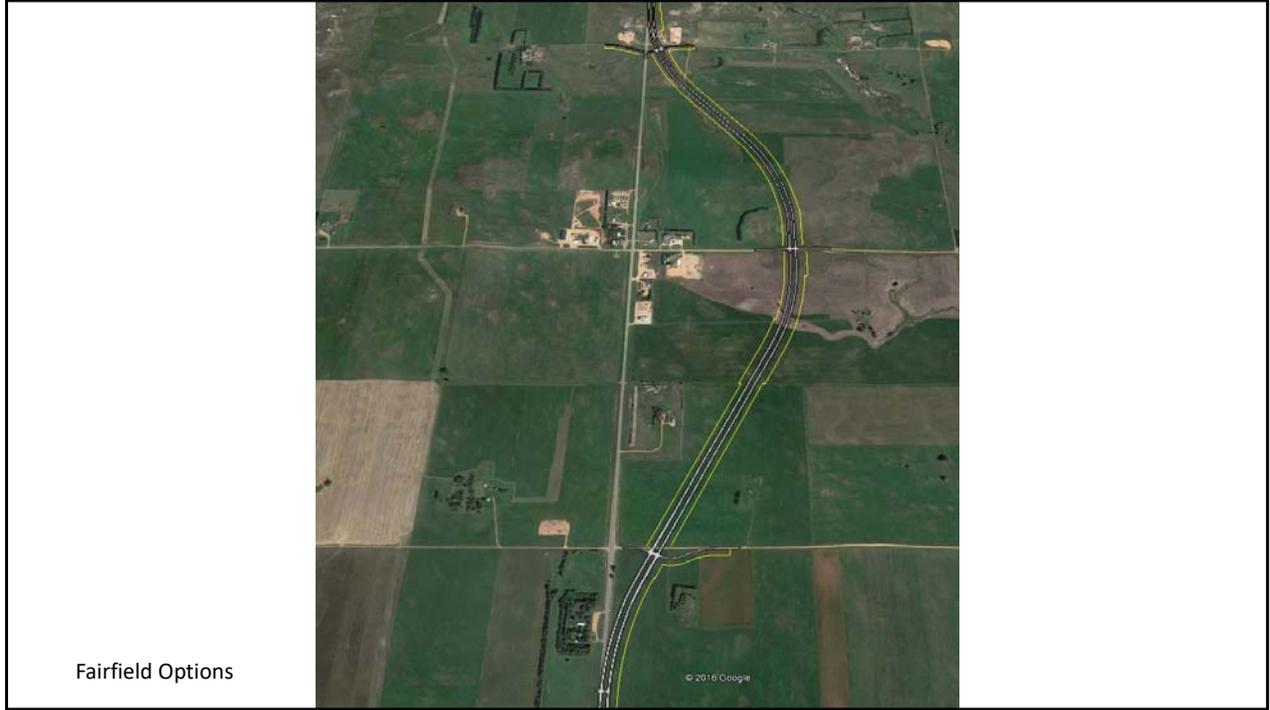
Five alternatives are currently under consideration, two alternatives along the existing alignment (FF-1 & FF-2) and three bypass alternatives (FF-3, FF-4 & FF-5). The two alternatives on the existing alignment include the 4-lane Divided – Flush Median and a 4-lane – Urban Section.



Alternative FF-3, West Bypass.



Alternative FF-4, East Bypass.

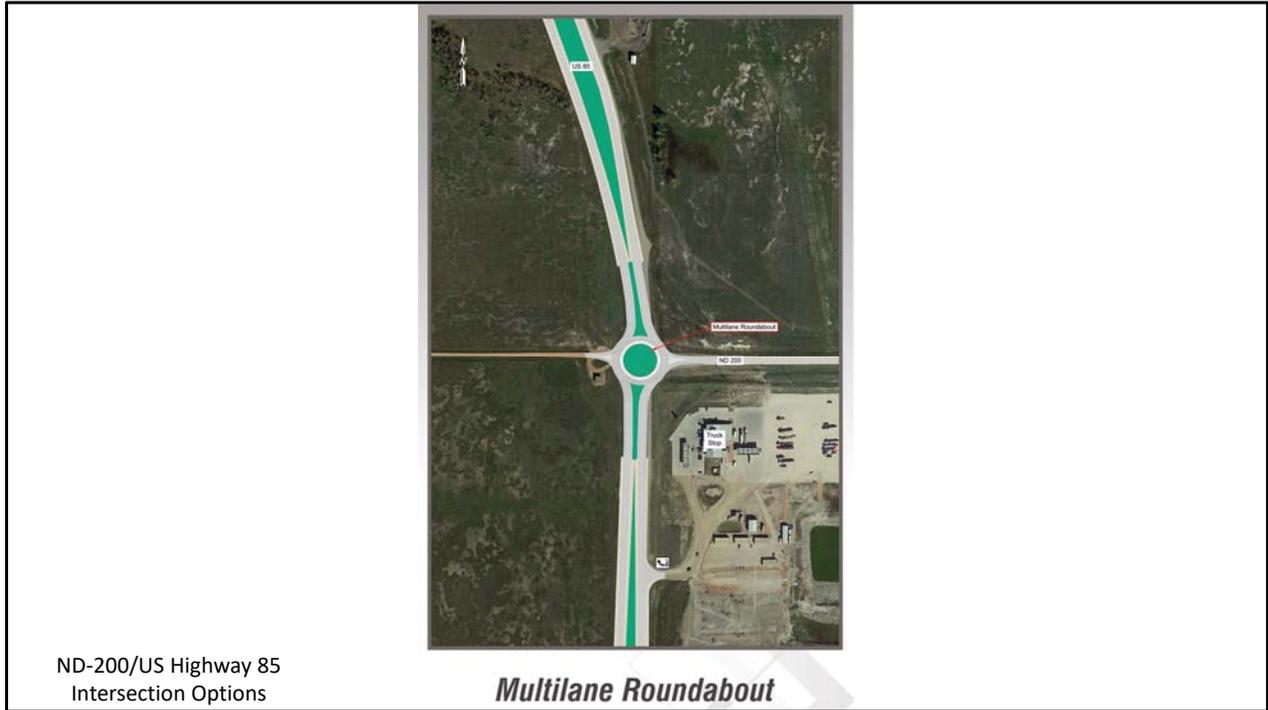


Alternative FF-5, East Bypass.



Depicts the existing conditions for the US Highway 85/ND Highway 200 Intersection. There are three options for improving this intersection.

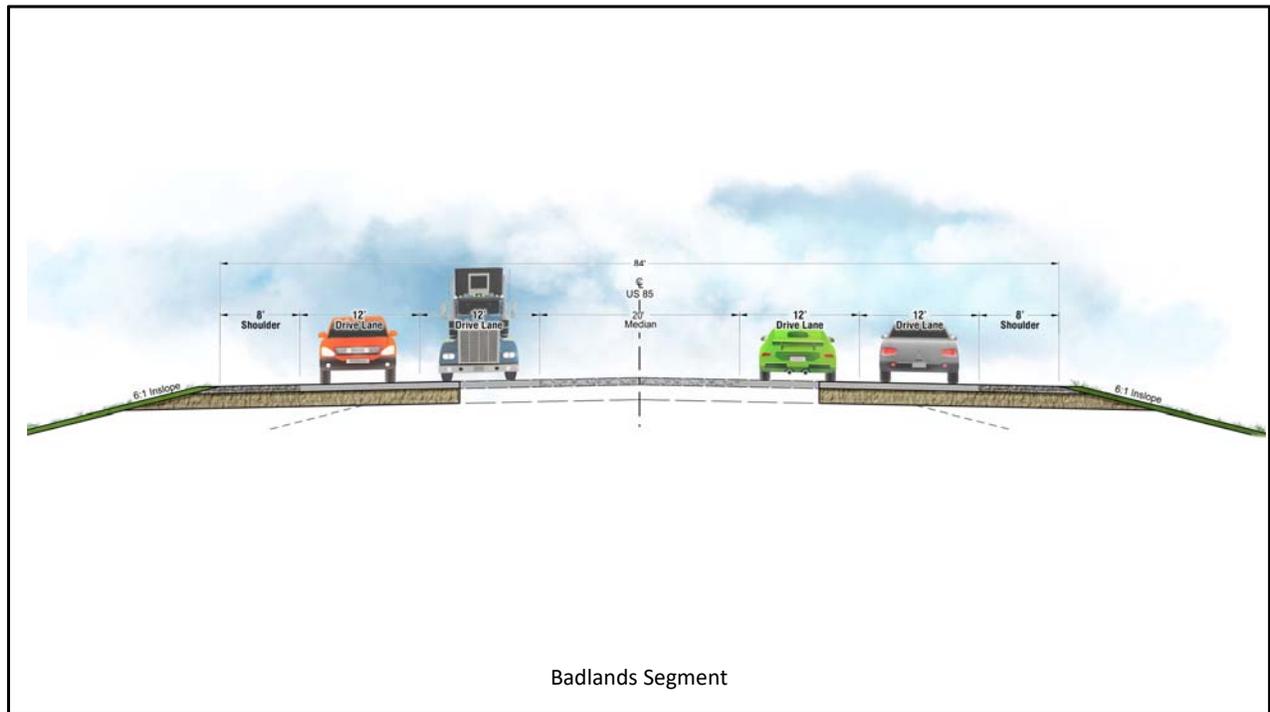




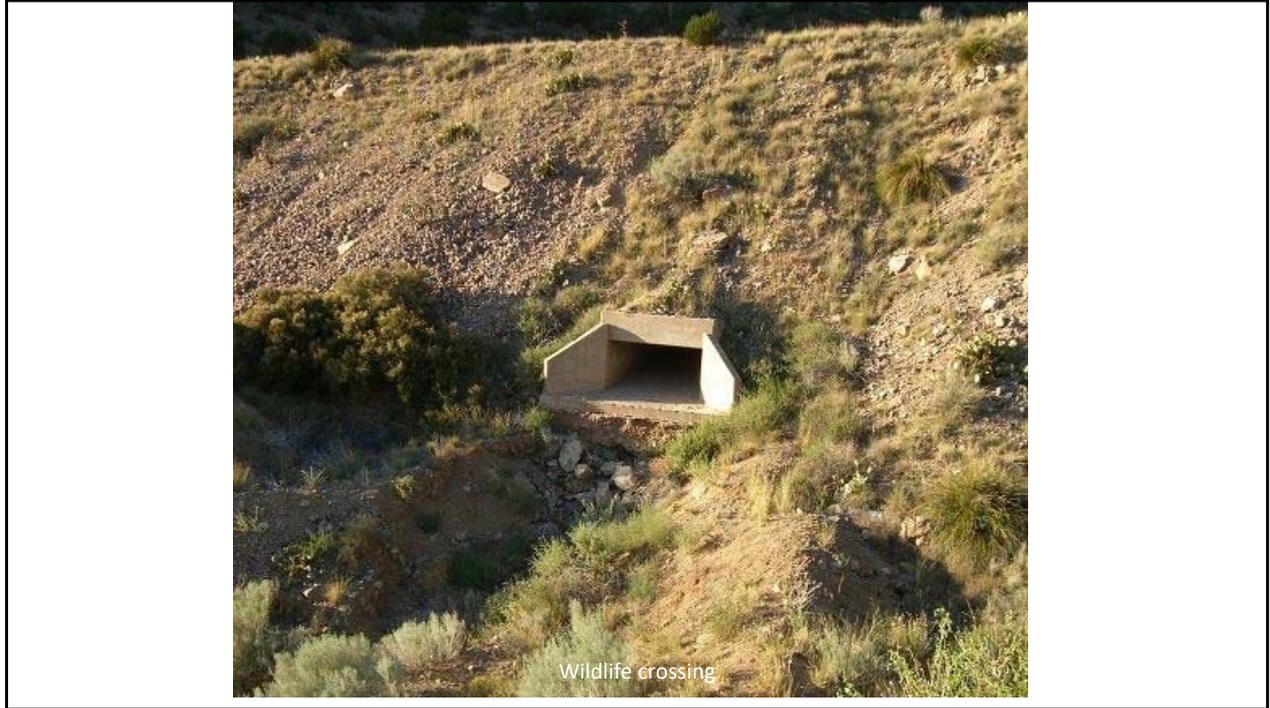




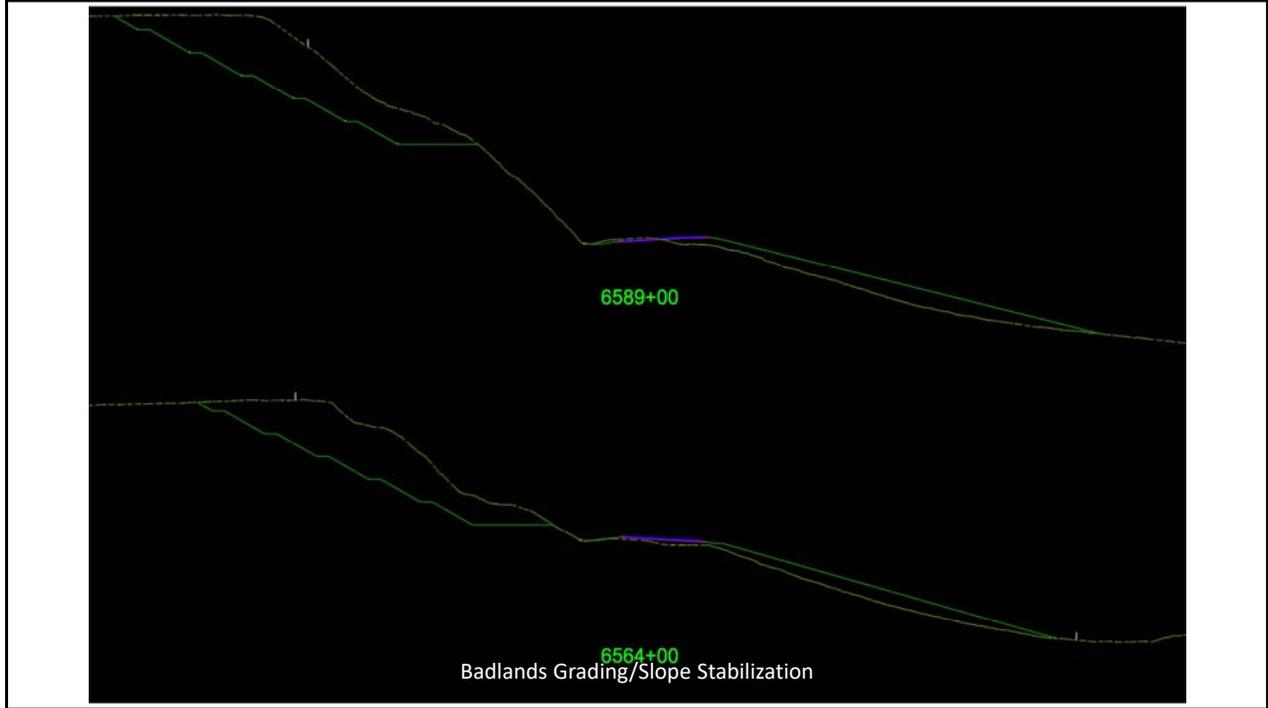
Throughout the process, the design team has been working to minimize impacts to the badlands and design the roadway to fit the context of the badlands terrain. Alternatives were considered that evaluated the feasibility of relocating US Highway 85 around Theodore Roosevelt National Park.



The typical section through much of the Badlands would be consistent with the divided, flush median under Alternative C. However, the center median width would be reduced to 12-feet near the entrance to the TRNP–North Unit.



A wildlife crossing is proposed in this area to target large mammals, especially deer. This crossing is proposed to be 20 feet wide by 10 feet high.



Work will occur on the backslopes to stabilize and correct slope failures that are occurring. The alignment will be shifted east to minimize disturbance of the existing slopes, and only complete work required to correct slope stability.



This is a view of the existing historic Long X Bridge over the Little Missouri River. There are a total of three alternatives that are proposed for this project: LX-1—Increase the Vertical Clearance of the Existing Bridge and Construct New Two-Lane Bridge Adjacent, LX-2—Retain Existing Bridge for Alternative Use and Construct New Four-Lane Adjacent, and LX-3—Remove and Replace Existing Bridge with New Four-Lane Bridge. Each alternative would include a wildlife accommodation underneath the Long X Bridge by maintaining natural benches on either side of the river. Additionally, a shared-use path would be constructed on the new bridges.



Option LX-1

This is a rendering of the Long X Bridge, LX-1 Alternative. Since the Alternatives Public Workshop, more geotechnical analysis has been completed. Through this analysis, near the existing bridge is an ancient landslide complex and recent landslide activity, with the inclinometers showing movement. It was determined to construct the new bridge structure to the east side of the existing Long X Bridge instead of on the west side.



Option LX-1

LX-1 would increase the vertical clearance of the existing bridge and construct a New Two-Lane Bridge east of the existing bridge.



Option LX-2

Option LX-2 would retain the existing Long X Bridge for an alternate use as an example of a Warren through truss bridge and construct a new four-lane bridge east of the existing bridge.



Option LX-3 would remove (i.e., adopted or demolished) the existing Long X Bridge and construct a new four-lane bridge east of the existing bridge.

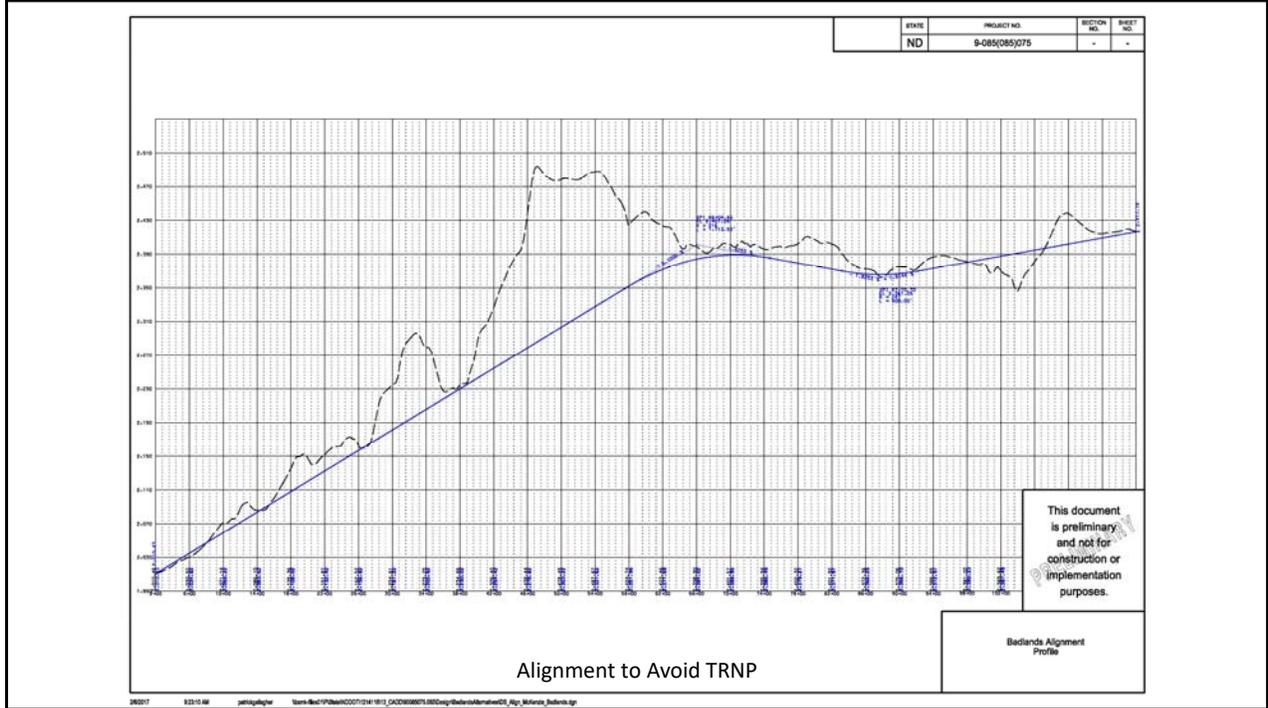


Quiet Pavement

Currently researching materials and surface texture to attenuate traffic noise.



Alignment that was considered to re-route US Highway 85 east of TRNP.



Profile for re-route of US Highway 85 east of TRNP. The maximum cut is 210 feet. The cuts of the other alignments range from 210-320 feet. The waste excavation for the other alignments ranges from 8-25 million yards.



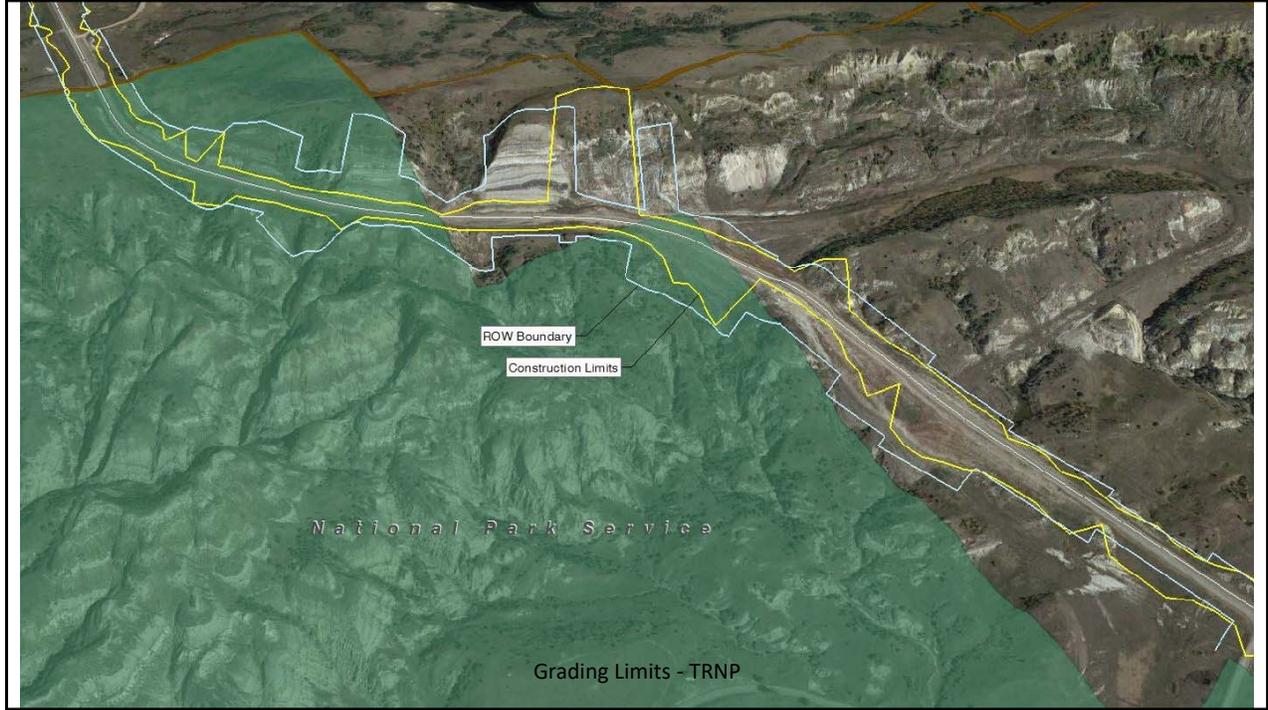
Rendering of Divided Flush 4-foot Median Section in TRNP (South of Scenic Overlook)

Rendering of the 4-lane, Divided, with the 4-foot Flush Median Alternative that is located within TRNP.



Rendering of Divided Flush 4-foot Median Section in TRNP (North of Scenic Overlook)

Another rendering illustrating the 4-lane, Divided, with a 4-foot Flush Median Alternative that is located within TRNP.



Flexible design criteria were incorporated to minimize the grading footprint within the limits of the TRNP.



In this location, a wildlife crossing overpass is being proposed for the target species, Bighorn Sheep. The minimum criteria is 130-165 feet wide and approximately 320-350 feet long, while retaining the 20.5 foot vertical clearance. Two options are currently being studied a bridge structure and a CON/SPAN double arch structure.



A shared-use path is also being considered as part of this project. The shared-use path would begin at the Watford City Bypass (McKenzie County Road 30) and travel to the Little Missouri River by either crossing on a path on the new 2-lane or 4-lane structure or using the historic Long X Bridge as the trail (alternative use). The path would be an 8-foot paved trail with a 3-foot gravel shoulder to be utilized by equestrians. The City of Watford City has a plan to connect the path from the City to McKenzie County Road 30. McKenzie County has a plan to eventually connect the trail to the Maah Daah Hey Trail.



The bridge replacement would include 5-foot wildlife paths on either side of the creek.