

# WELCOME TO PUBLIC INPUT MEETING #3



## Visit the Study Website

[www.dot.nd.gov/midway-grantmarsh](http://www.dot.nd.gov/midway-grantmarsh)

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



## Leave a Comment

Share **feedback** via written comments on the forms provided at the meeting or via email. Comments will be collected until **Thursday, May 28**.



## Contact Us

We'd love to stay in touch with you and hear your feedback throughout the study.

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# I-94 MIDWAY GRANT MARSH BRIDGE ENGINEERING AND FEASIBILITY STUDY

Wednesday, May 13

5:30 to 7:30 p.m. CDT

Presentation at 5:45 p.m. CDT

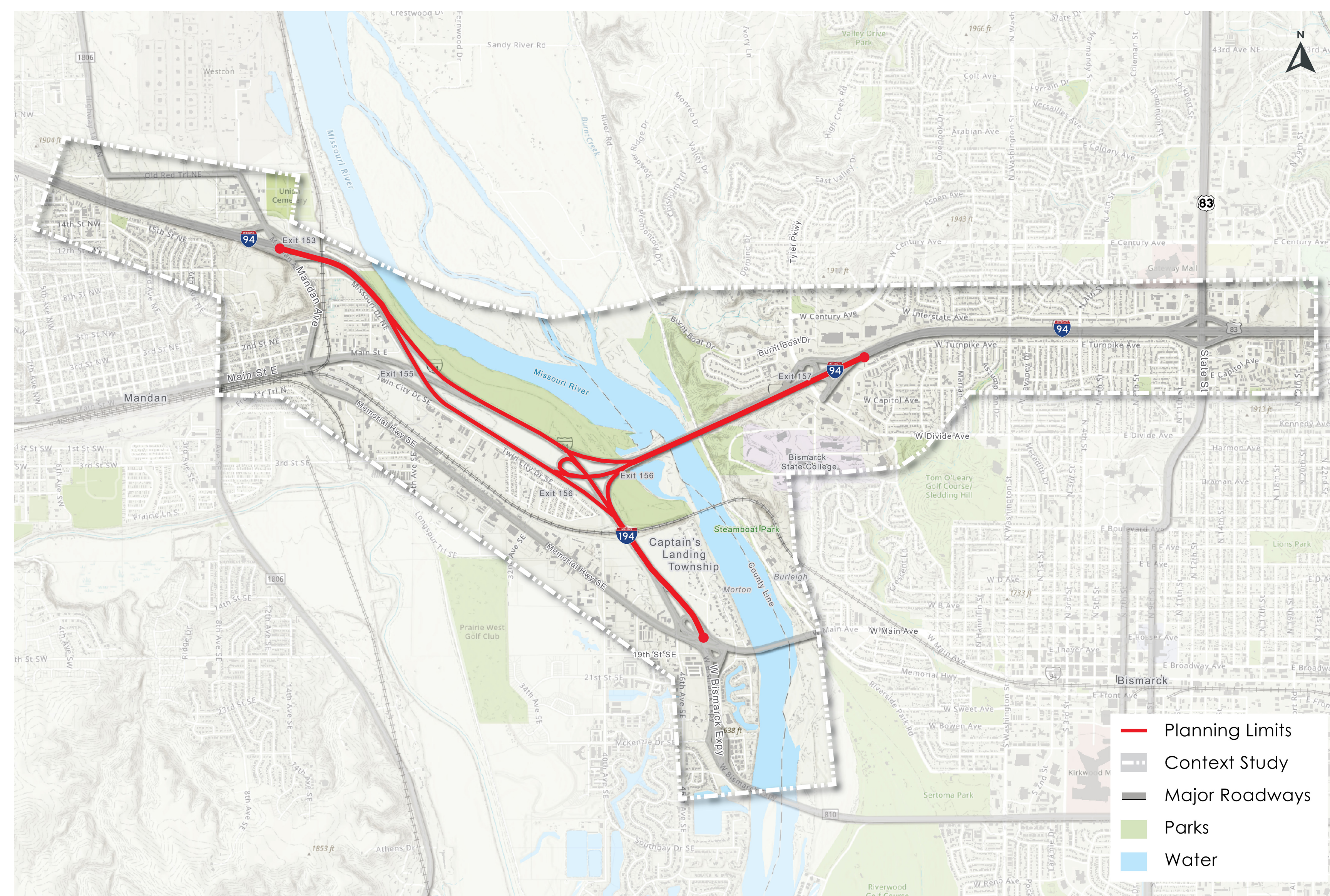
# STUDY BACKGROUND

## About the Study

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 'PEL Process and Project Delivery Phases' 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.



## Study Location

The planning limits are 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 interstate 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 study 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 study location will impact the greater roadway network.

# TENTATIVE SCHEDULE

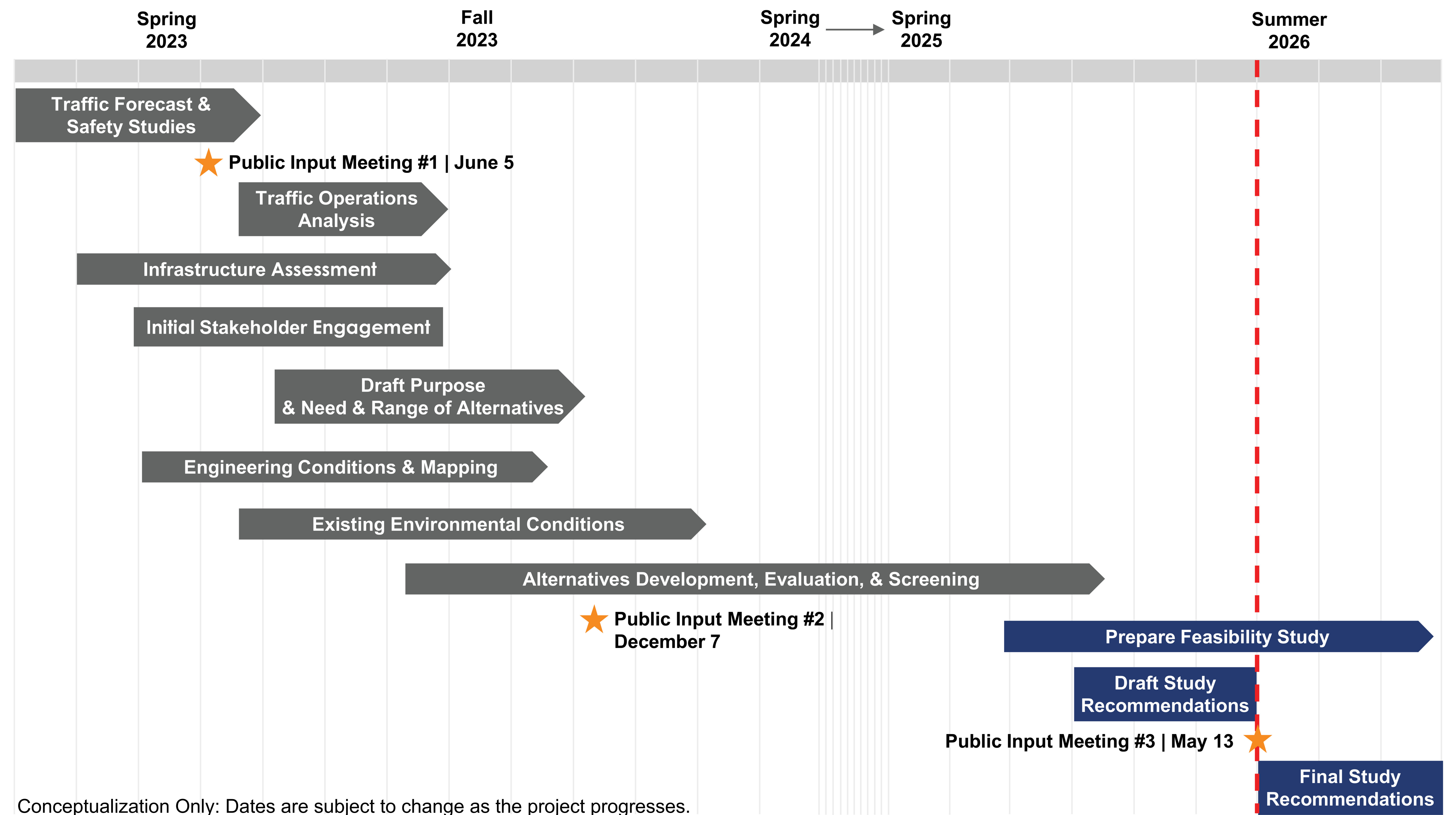
## Updates Since Last Meeting

We have continued to engage with our stakeholders while screening the conceptual solutions shared with the public during Public Input Meeting #2.

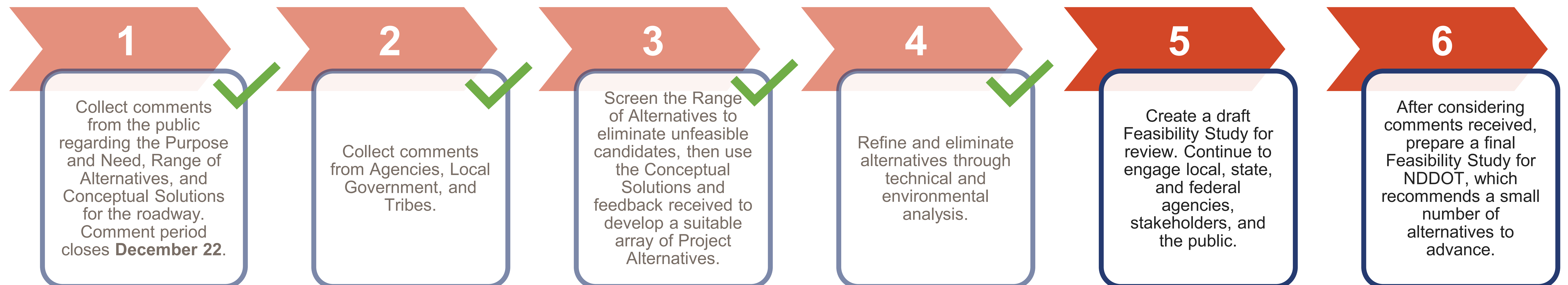
The alternatives screening process involved reviewing a broad range of alternatives and selecting a more limited number to be carried forward for detailed study in the NEPA document.

As a result of the 4th Screen, three (3) build alternatives plus the No Build scenario are recommended to advance to NEPA.

The North Dakota Department of Transportation (NDDOT) is seeking input on the Recommended Alternatives shared. Comment period closes May 28, 2026.



## Next Steps



# PEL PROCESS & PROJECT DELIVERY PHASES

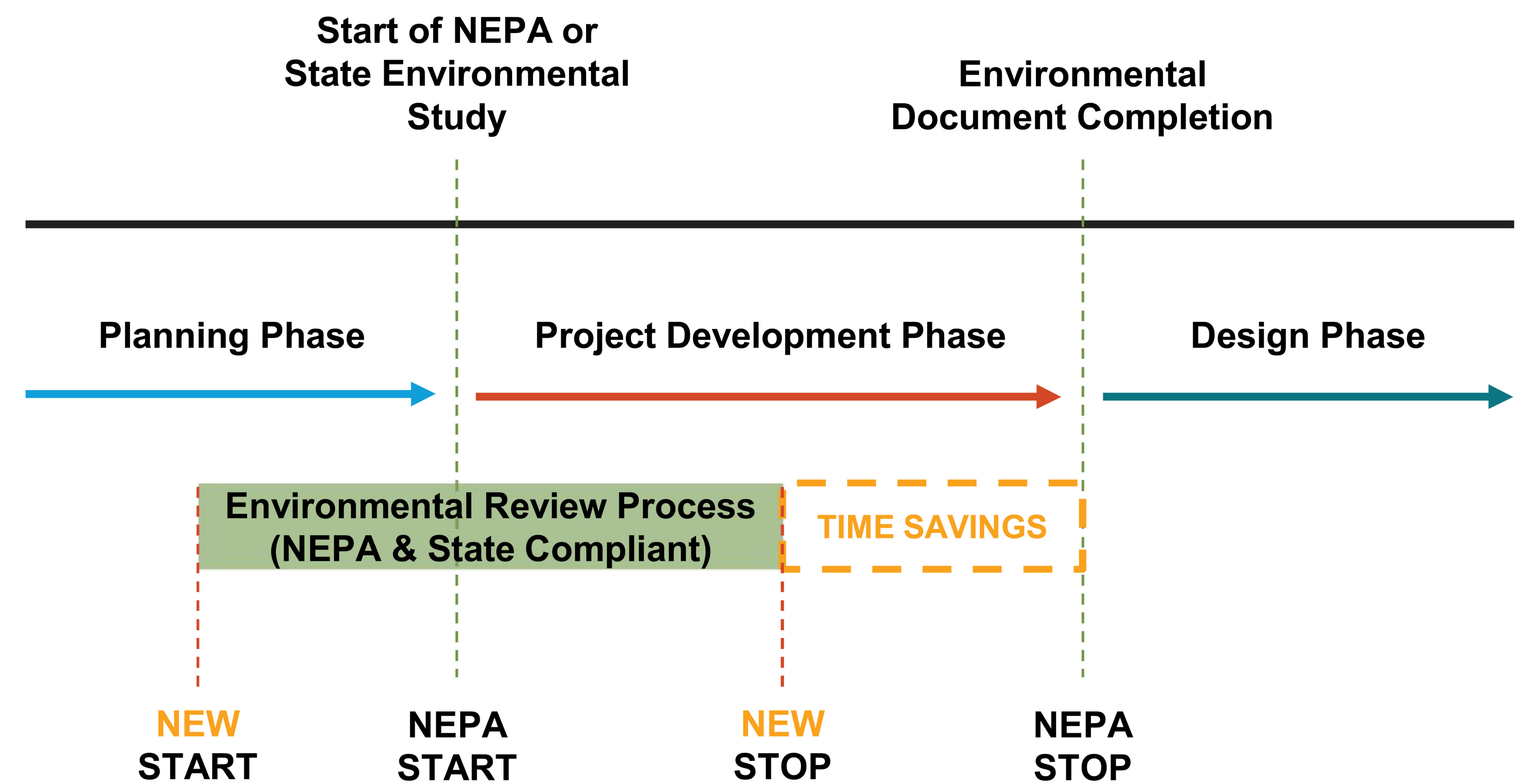
## What is a PEL Study?

Planning and Environment Linkages (PEL) is a Federal Highway Administration process initiative which bridges the gap between long range/comprehensive planning and project level planning. Products developed during the planning phase, such as traffic studies and alternative development, can be used in the following Environmental Review Process conducted under the National Environmental Policy Act (NEPA).

## Accelerates Project Delivery

The PEL approach accelerates 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.



Project Delivery Phases	2025	2026	Future Years												
Feasibility / PEL Study in Planning Phase (provides early project analyses and decisions that accelerate overall delivery)	Planning / Feasibility Study														
Programming (fund & schedule into the State Transportation Improvement Program (STIP))		Programming (Fund & Schedule)													
Project Development Study (per National Environmental Policy Act (NEPA))					Project Development Study (NEPA)										
Highway and Bridge Design						Highway & Bridge Design									
Right-of-Way Acquisition (if applicable)							Right-of-Way Acquisition								
Utility Relocation / Installation								Utilities							
Construction									Construction						

The North Dakota Department of Transportation intends to adopt or incorporate Planning Products from this Study into the federal environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4).

Timing of future phases depends on funding availability

Conceptualization Only: Dates are subject to change as the project progresses.

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

# SCREENING 4 MATRIX AND NEPA SELECTIONS

ALTERNATIVE NAMES	No Build Alternative	Build Alternatives on Existing Corridor: Midway & Grant Marsh Replacement Bridge Concepts						
		Mainline Expansion ME-3 REFINED	Mainline Expansion ME-4	I-194 Collector-Distributor ME-8 REFINED	I-194 Collector-Distributor ME-9 NEW	Mainline Collector-Distributor CD-1 REFINED	Mainline Collector-Distributor CD-2	Mainline Collector-Distributor CD-4
<b>DESIGN AND OPERATIONAL CONSIDERATIONS</b>								
Mainline I-94 & I-194 operational performance in Design Year 2050, plus CD Routes (if applicable) * Average Density (pp1pm)	DOES NOT MEET PURPOSE AND NEED	DOES NOT MEET PURPOSE AND NEED	DOES NOT MEET PURPOSE AND NEED	EXCELLENT	EXCELLENT	EXCELLENT	DOES NOT MEET PURPOSE AND NEED	EXCELLENT
Mainline Reliability * Average Free Flow Speed (Year 2050) in a posted 60 mph Speed Limit	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD
Interchange Operations * Ramps and Ramp Termini Intersections operational performance (Year 2050)	LESS DESIRABLE	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE
Suitable I-94 and I-194 Geometric Layout	LESS DESIRABLE	VERY GOOD	VERY GOOD	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE
Interchange Ramps and Flyovers - Geometric Layout	LESS DESIRABLE	EXCELLENT	VERY GOOD	VERY GOOD	EXCELLENT	VERY GOOD	VERY GOOD	VERY GOOD
Normal Driver Expectations * Left Exits, Left Merge, Closely-Spaced Exits, Weaving & Simplicity of Signage	UNACCEPTABLE	ADEQUATE	EXCELLENT	EXCELLENT	ADEQUATE	VERY GOOD	VERY GOOD	VERY GOOD
Weaving Conditions * Number of weave zones	LESS DESIRABLE	LESS DESIRABLE	MODERATE	VERY GOOD	MODERATE	EXCELLENT	VERY GOOD	VERY GOOD
Loop Ramp Design	LESS DESIRABLE	MODERATE	EXCELLENT	EXCELLENT	MODERATE	EXCELLENT	EXCELLENT	EXCELLENT
Crashes/Safety	LESS DESIRABLE	LESS DESIRABLE	MODERATE	EXCELLENT	EXCELLENT	MODERATE	EXCELLENT	EXCELLENT
Incident Resiliency / System Redundancy	DOES NOT MEET PURPOSE AND NEED	MODERATE	MODERATE	MODERATE	MODERATE	EXCELLENT	EXCELLENT	EXCELLENT
Expandability to meet Future Needs	DOES NOT MEET PURPOSE AND NEED	VERY GOOD	ADEQUATE	ADEQUATE	ADEQUATE	VERY GOOD	VERY GOOD	VERY GOOD
Bridge Type Compatibility	DOES NOT MEET PURPOSE AND NEED	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Geotechnical Suitability	VERY GOOD	ADEQUATE	ADEQUATE	EXCELLENT	EXCELLENT	VERY GOOD	VERY GOOD	VERY GOOD
Impacts Navigation on the Missouri River	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	VERY GOOD	VERY GOOD	VERY GOOD
Supports the Bismarck-Mandan Bike/Ped Plan	NO SUPPORT OR ADVANCEMENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Construction Staging / Phasing Scenarios	EXCELLENT	EXCELLENT	EXCELLENT	ADEQUATE	ADEQUATE	VERY GOOD	VERY GOOD	VERY GOOD
<b>POTENTIAL IMPACTS</b>								
Permanent Right-of-Way and Relocations	EXCELLENT	LIMITED	MODERATE	EXCELLENT	EXCELLENT	LIMITED	MODERATE	LIMITED
Section 4(f) Impacts * Permanent * Temporary Construction Use	EXCELLENT	LESS DESIRABLE	LESS DESIRABLE	LIMITED	LIMITED	MODERATE	MODERATE	MODERATE
Section 6(f) Impacts	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
National Heritage Areas * Temporary Construction Use	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	LIMITED	LIMITED	LIMITED
Community Impacts	LESS DESIRABLE	MODERATE	LESS DESIRABLE	LESS DESIRABLE	LIMITED	LESS DESIRABLE	LESS DESIRABLE	LESS DESIRABLE
Noise	LESS DESIRABLE	MODERATE	LESS DESIRABLE	LESS DESIRABLE	MODERATE	LESS DESIRABLE	LESS DESIRABLE	LESS DESIRABLE
Historic Structures	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Archaeological Sites	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Tribal Lands or Resources	EXCELLENT	TRIBAL INPUT IS PENDING; HOWEVER NO KNOWN IMPACTS ARE FORESEEN AT PRESENT						
Visual / Aesthetics	LESS DESIRABLE	LIMITED	MODERATE	MODERATE	LIMITED	MODERATE	MODERATE	MODERATE
Hazardous Waste/Materials	EXCELLENT	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD
Farmland	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Air Quality	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT	EXCELLENT
Wetlands	EXCELLENT	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE
Zone AE Floodway/WOTUS	EXCELLENT	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE
Zone AE Floodplain	EXCELLENT	LIMITED	LIMITED	LIMITED	LIMITED	LIMITED	LIMITED	LIMITED
Threatened and Endangered Species in General	EXCELLENT	LIMITED						
Threatened and Endangered Species Piping Plover and Rufa Red Knot	EXCELLENT	LESS DESIRABLE	LESS DESIRABLE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE
Wildlife and Vegetation	EXCELLENT	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD	VERY GOOD

## Considerations and Differentiators

After carefully reviewing the 4th Screen matrix as seen on the left and the considerations and differentiating parameters outlined below, three final recommended alternatives were selected to move into NEPA: ME-8, ME-9, and CD-1.

Programming and Sustainability
Magnitude of Cost (Construction and ROW)
Magnitude of Operations Cost
Life Cycle Costs
Expandability to meet Future Needs

Design and Operational Considerations
Mainline I-94 & I-194 Operational Performance in Design Year
Mainline Reliability
Interchange Operations
Suitable I-94 and I-194 Geometric Layout
Interchange Ramps and Flyovers - Geometric Layout
Normal Driver Expectations
Weaving Conditions
Loop Ramp Design
Crashes / Safety
Incident Resiliency / System Redundancy
Bridge Type Compatibility
Geotechnical Suitability
Impacts Missouri River Navigation
Construction Staging / Phasing Scenarios
Supports the Bismarck-Mandan Bike / Ped Plan

Potential Impacts Considerations
Permanent Right-of-Way Taking and/or Relocations
Section 4(f) Resources
Section 6(f) Resources
Natural Heritage Areas
Community Impacts
Noise
Historic Structures
Tribal Lands and Resources
Visual / Aesthetics
Hazardous Waste / Materials
Farmland
Air Quality
Wetlands
Floodway and Waters of the US
Floodplain Impacts
Indirect and Cumulative Effects
Threatened and Endangered Species
T&E Species Piping Plover and Rufa Red Knot
Wildlife and Vegetation

No Build Alternative	Build Alternatives on Existing Corridor: Midway & Grant Marsh Replacement Bridge Concepts						
	Mainline Expansion ME-3 REFINED	Mainline Expansion ME-4	Mainline Expansion ME-8 REFINED	Mainline Expansion ME-9 NEW	Mainline Collector-Distributor CD-1 REFINED	Mainline Collector-Distributor CD-2	Mainline Collector-Distributor CD-4



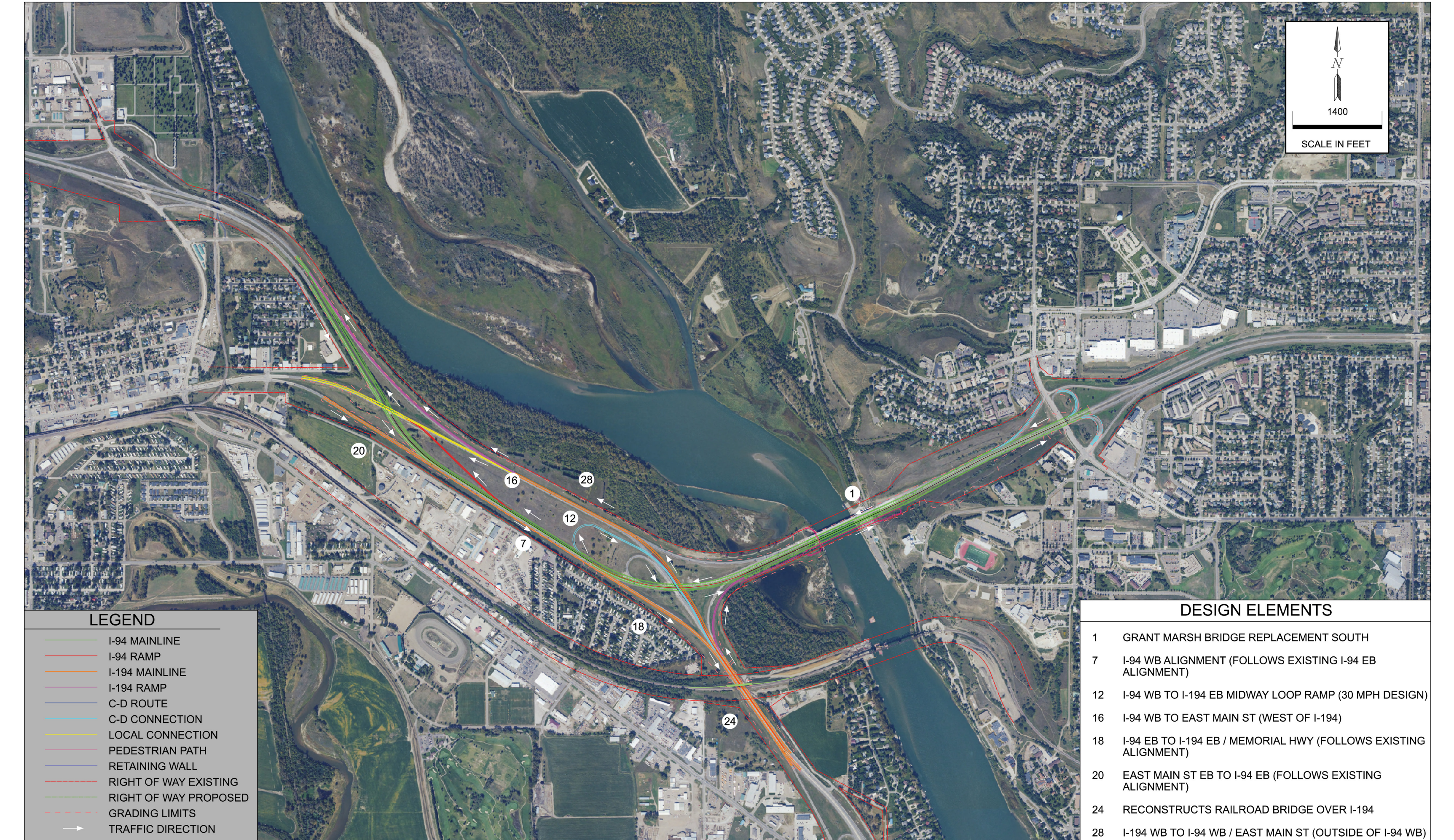
Check out all seven alternatives and the no build alternative found on the "Screening 4 Alternatives" boards.

# SCREENING 4 ALTERNATIVES

## No Build



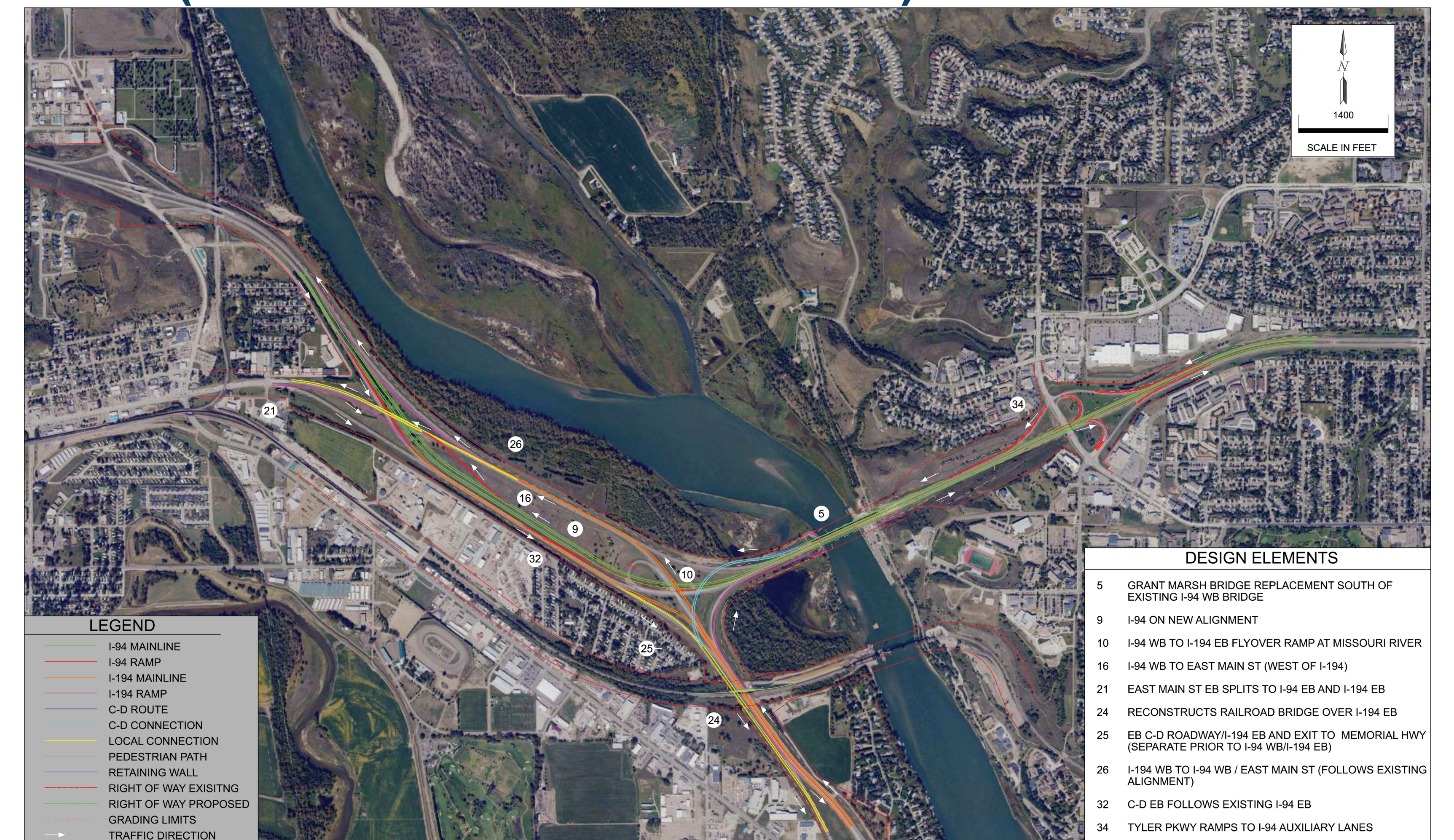
## ME-3



## ME-4

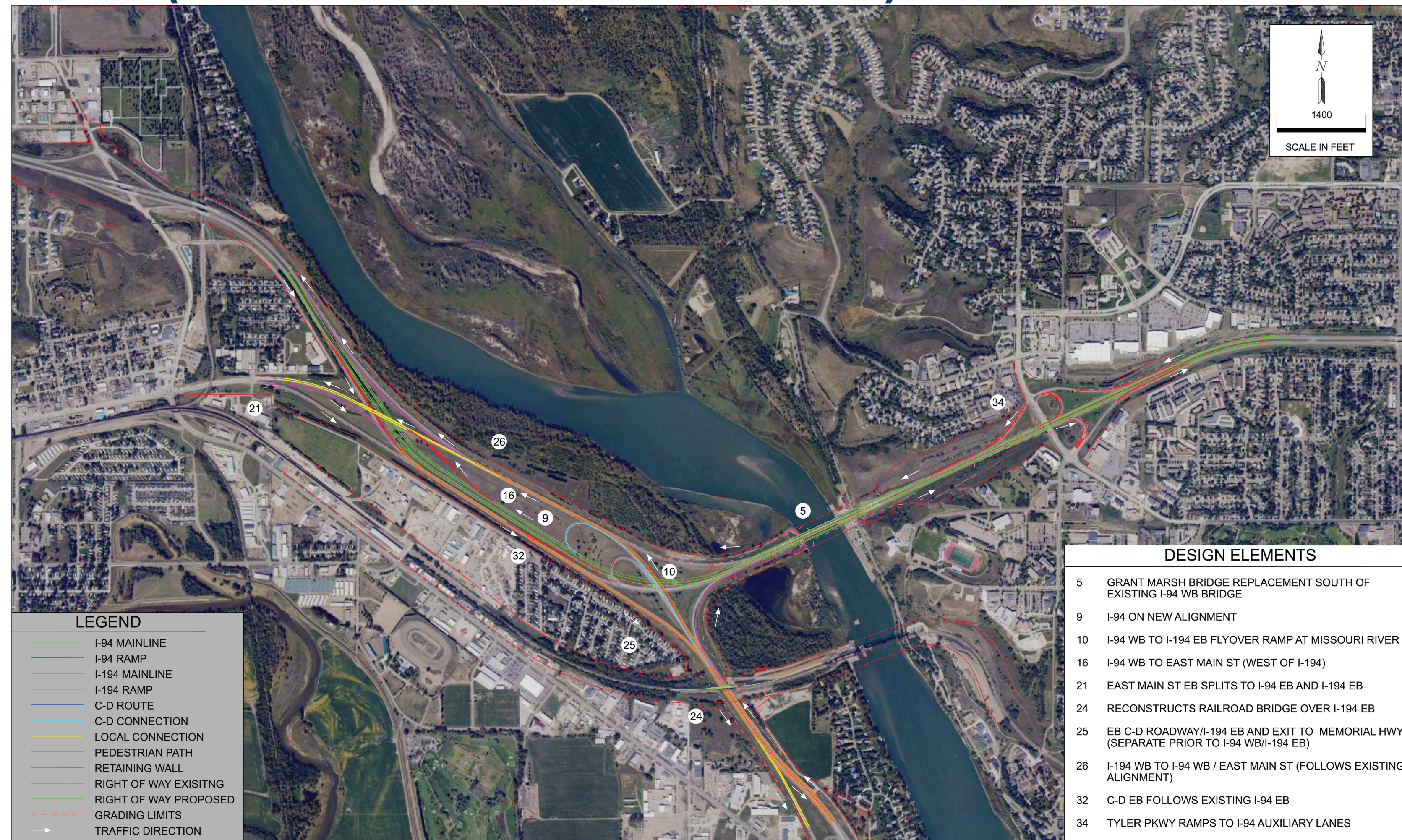


## ME-8 (Recommended Alternative)

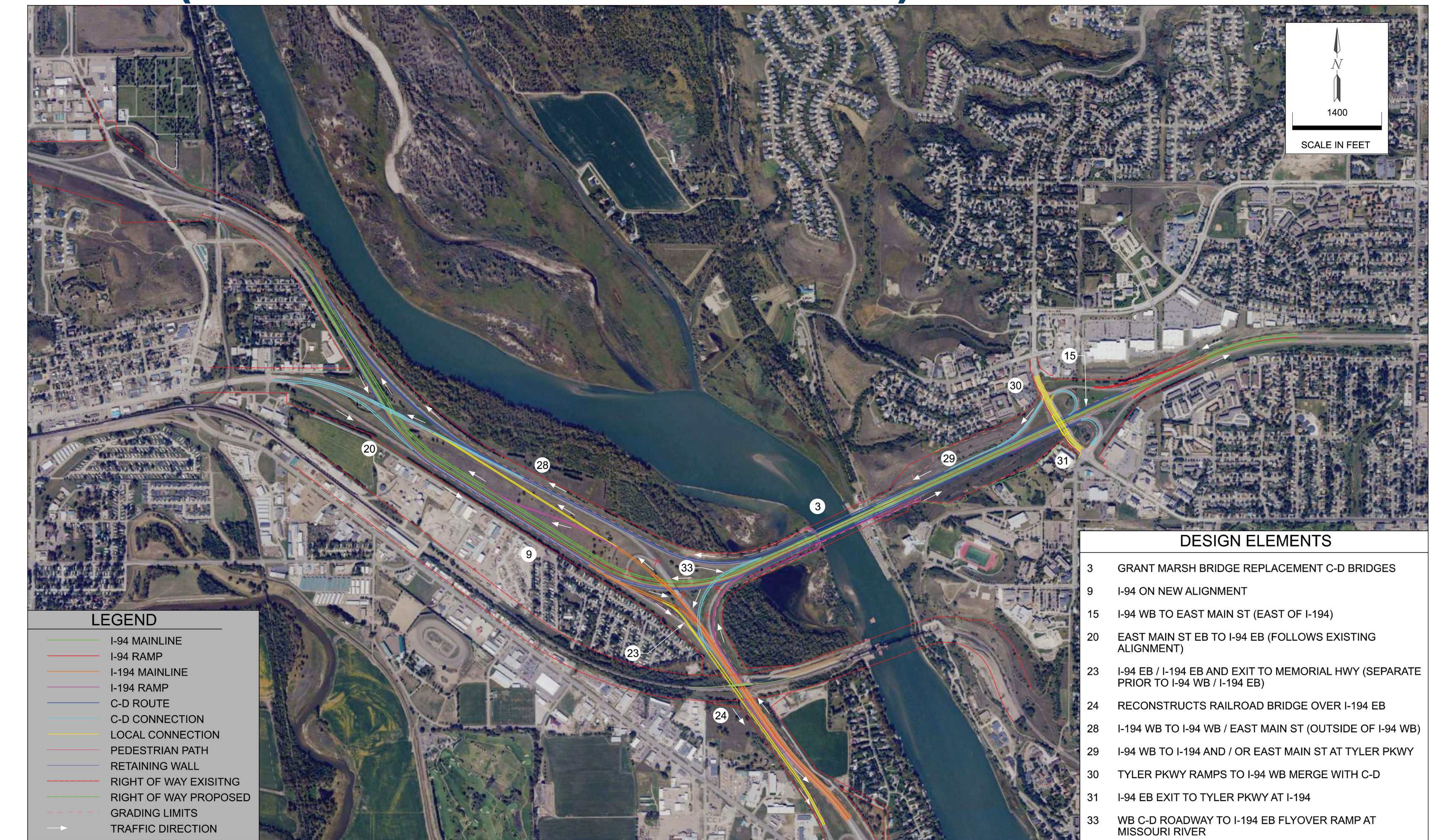


# SCREENING 4 ALTERNATIVES

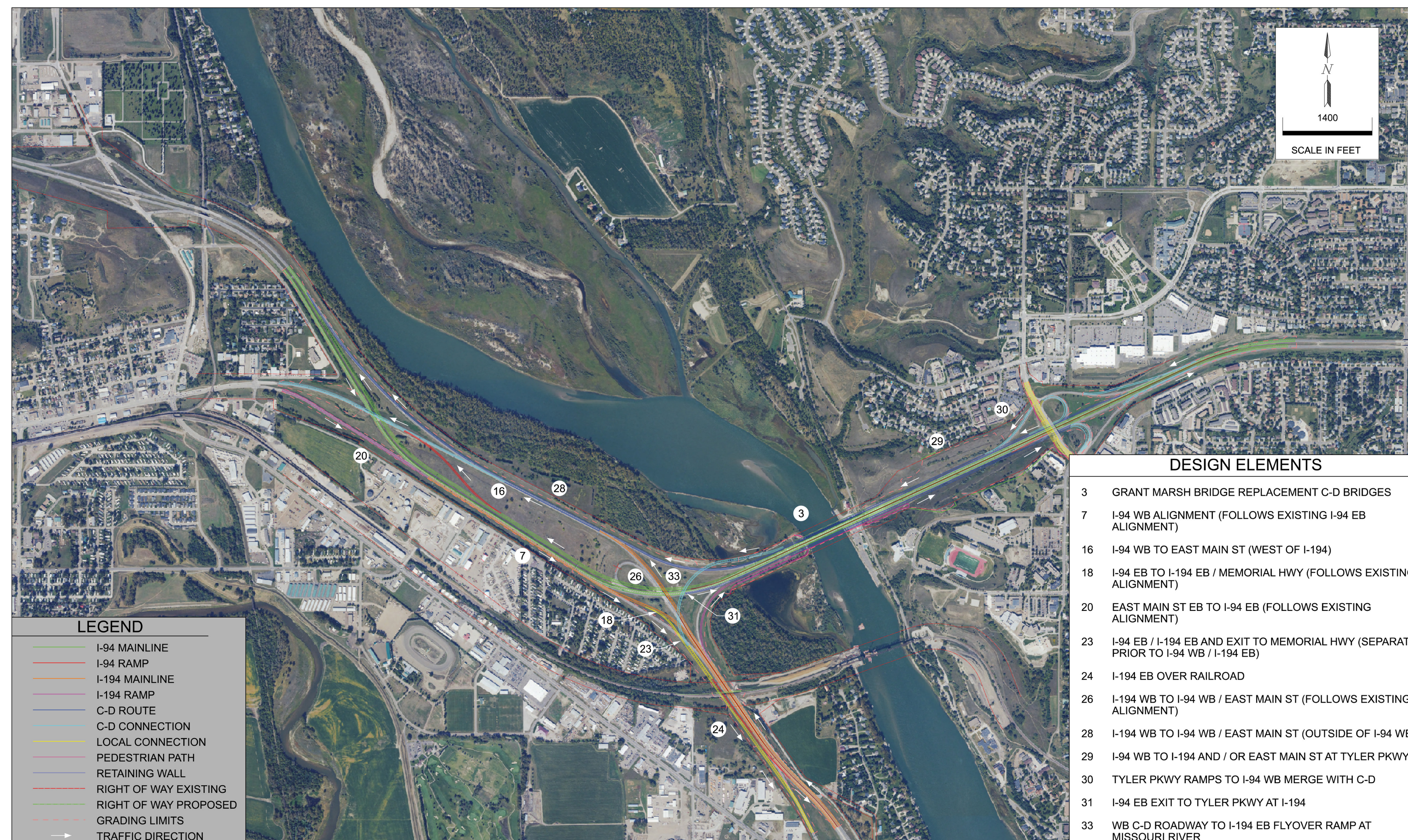
## ME-9 (Recommended Alternative)



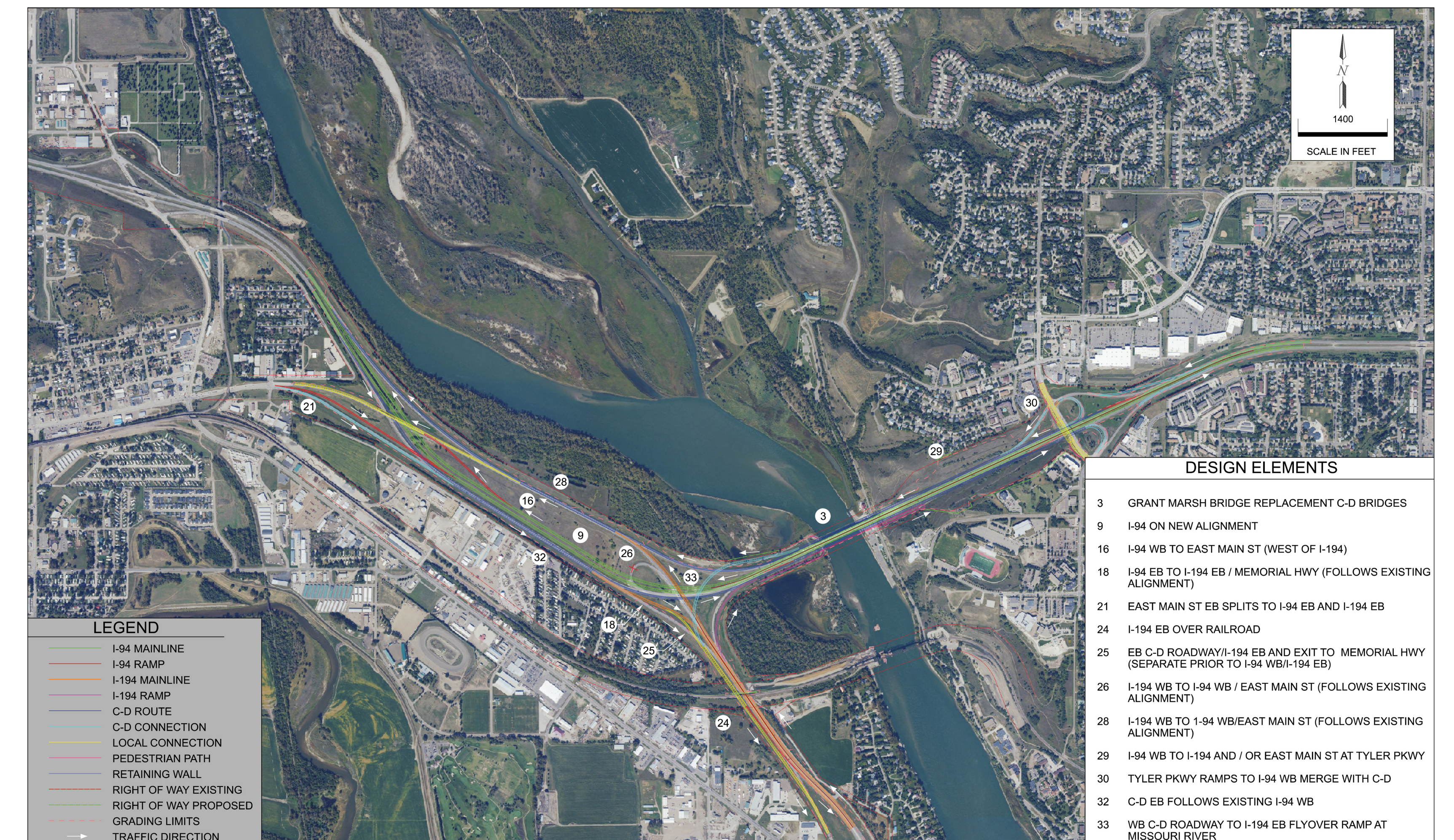
## CD-1 (Recommended Alternative)



## CD-2



## CD-4



# RECOMMENDED ALTERNATIVES - I-94/I-194 MIDWAY AREA

Existing



CD-1



ME-8



ME-9



# RECOMMENDED ALTERNATIVES - BISMARCK TO MANDAN

Existing



CD-1



ME-8



ME-9



# RECOMMENDED ALTERNATIVES - PIONEER PARK

Existing



CD-1



ME-8



ME-9



# RECOMMENDED ALTERNATIVES - KEELBOAT PARK

Existing



CD-1



ME-8



ME-9



# ANTICIPATED SOCIAL AND ENVIRONMENTAL IMPACTS

ALTERNATIVE NAMES	No Build Alternative	Build Alternatives on Existing Corridor: Midway & Grant Marsh Replacement Bridge Concepts		
		I-194 Collector-Distributor ME-8 REFINED	Mainline Expansion ME-9 NEW	Mainline Collector-Distributor CD-1 REFINED
<b>Potential Impacts</b>				
<b>Permanent Right-of-Way and Relocations</b>	<b>EXCELLENT</b> -No Permanent ROW -Requires no relocations	<b>EXCELLENT</b> -No Permanent ROW -No relocations	<b>EXCELLENT</b> -No Permanent ROW -No relocations	<b>LIMITED</b> -Total: 1.49 acres from 7 parcels -No Relocations
<b>Section 4(f) Impacts (Eligible Parks &amp; Trails to be verified)</b> - Permanent - Temporary Construction Use	<b>EXCELLENT</b> -No impacts to Section 4(f)	<b>LIMITED</b> -No permanent ROW takes -Temporary construction use of 0.02 acre of Keelboat Park and 0.5 acre of Missouri River Natural Area -Temporarily disruption to the Missouri Valley Millennium Legacy Trail and a Mountain Bike Trail (dirt path) on Bismarck bank, and the Missouri River Nature Trail (gravel road) on the Mandan bank	<b>LIMITED</b> -No permanent ROW takes -Temporary construction use of 0.02 acre of Keelboat Park and 0.5 acre of Missouri River Natural Area -Temporarily disruption to the Missouri Valley Millennium Legacy Trail and a Mountain Bike Trail (dirt path) on Bismarck bank, and the Missouri River Nature Trail (gravel road) on the Mandan bank	<b>MODERATE</b> -1.1 acres permanent ROW from Missouri River State Natural Area (leased from NDDOT) -Temporary construction use of 0.3 acre of Keelboat Park and 0.9 acre of Missouri River Natural Area. -Temporarily disruption to the Missouri Valley Millennium Legacy Trail and a Mountain Bike Trail (dirt path) on Bismarck bank, and the Missouri River Nature Trail (gravel road) on the Mandan bank
<b>National Heritage Areas</b> - Temporary Construction Use	<b>EXCELLENT</b> -No impacts to National Heritage sites	<b>EXCELLENT</b> -No impacts to National Heritage sites	<b>EXCELLENT</b> -No impacts to National Heritage sites	<b>LIMITED</b> -Temporary construction use of 0.2 acre of Northern Plains National Heritage Area (with Huckleberry House) and disruption to parking/access within NDDOT property boundary
<b>Community Impacts</b>	<b>LESS DESIRABLE</b> -Long-term noise and air quality impacts to Twin City Estates mobile home community	<b>LESS DESIRABLE</b> -I-194 lanes, flyovers and I-194 eastbound grade separation may cause a noise increase and potentially raise emissions dispersion to Twin Cities Estates mobile home community -Noise mitigation potentially available	<b>LIMITED</b> -Maintains existing eastbound I-194 alignment near Twin City Estates mobile home community -No new ROW near residential areas -Noise mitigation potentially available	<b>LESS DESIRABLE</b> -I-194 lanes, flyovers and I-194 eastbound grade separation may cause a noise increase and potentially raise emissions dispersion to Twin Cities Estates mobile home community -Noise mitigation potentially available
<b>Tribal Lands or Resources</b>	<b>EXCELLENT</b> -No impacts to Tribal Lands or Resources	<b>TRIBAL INPUT IS PENDING; HOWEVER NO KNOWN IMPACTS ARE FORESEEN AT PRESENT</b> Tribes have been engaged with requests for input; however limited response has been received Bridge renderings yield no discernable structural difference from Chief Lookings Village; yet longer bridge spans improve aesthetics via. a more open view of waters below.. New information may - or may not - surface which might differentiate between alternative impacts or which might cause reconsideration of earlier alternative decisions.		
<b>Visual / Aesthetics</b>	<b>LESS DESIRABLE</b> -Long wall-type bridge piers provide visual obstruction to upstream and downstream viewshed	<b>MODERATE</b> -Two new three-lane bridges on the same alignment as the Current Grant Marsh Bridge -Fewer number of piers is likely -New, clean structures -Piers can be designed to not obscure river views, and possibly accommodate artistic features -Impact to visual resources due to bridge replacement and interchange/lane configuration changes, resulting in altered viewsheds for neighbors and travelers. However, impacts to visual character are not anticipated compared to the existing roadway and bridge. -Utilizes westbound I-94 to eastbound I-194 flyover	<b>VERY GOOD</b> -Two new three-lane bridges just to the south-side of current Grant Marsh Bridge, with later removal of existing Grant Marsh Bridge -Fewer number of piers is likely -New, Clean structures -Piers can be designed to not obscure river views, and possibly accommodate artistic features -Impact to visual resources due to bridge replacement and interchange/lane configuration changes, resulting in altered viewsheds for neighbors and travelers. However, impacts to visual character are not anticipated compared to the existing roadway and bridge.	<b>MODERATE</b> -Three new bridges on same alignment as the current Grant Marsh Bridge; one two-lane bridge to the south of existing, one two-lane bridge to the north of existing, and one larger four-lane bridge at the location of the existing bridge -Fewer number of piers is likely -New, clean structures -Piers can be designed to not obscure river views, and possibly accommodate artistic features -Impact to visual resources due to bridge replacement and interchange/lane configuration changes, resulting in altered viewsheds for neighbors and travelers. However, impacts to visual character are not anticipated compared to the existing roadway and bridge.
<b>Wetlands</b>	<b>EXCELLENT</b> -No impact	<b>MODERATE</b> -Total Created Ditch/Basin: 4.27 -Total Natural Fringe/Riverine: 1.27 -Permanent Impact: 2.88 -Temporary Impact: 2.66	<b>MODERATE</b> -Total Created Ditch/Basin: 4.27 -Total Natural Fringe/Riverine: 1.27 -Permanent Impact: 2.88 -Temporary Impact: 2.67	<b>MODERATE</b> -Total Created Ditch/Basin: 2.25 -Total Natural Fringe/Riverine: 2.41 -Permanent Impact: 3.23 -Temporary Impact: 1.43
<b>Threatened and Endangered Species</b> <b>Piping Plover and Rufa Red Knot</b>	<b>EXCELLENT</b> -No impact	<b>MODERATE</b> -Based on ESA Affect Determination table, NDDOT Biologist review would be required for: -Potential impacts to designated critical habitat for Piping Plover and Rufa Red Knot. Approximately 3.21 acres of impacts to piping plover critical habitat (based on construction limits; likely less based on bridge pier footprint).	<b>MODERATE</b> Based on ESA Affect Determination table, NDDOT Biologist review would be required for: -Potential impacts to designated critical habitat for Piping Plover and Rufa Red Knot. Approximately 3.21 acres of impacts to piping plover critical habitat (based on construction limits; likely less based on bridge pier footprint).	<b>MODERATE</b> Based on ESA Affect Determination table, NDDOT Biologist review would be required for: -Potential impacts to designated critical habitat for Piping Plover and Rufa Red Knot. Approximately 3.37 acres of impacts to piping plover critical habitat (based on construction limits; likely less based on bridge pier footprint).
<b>Wildlife and Vegetation</b>	<b>EXCELLENT</b> -No impact	<b>VERY GOOD</b> -Natural Heritage Inventory significant ecological community impact: -0.22 acre cottonwood-green ash floodplain forest -Grading limits encompass 214.5 acres. General impacts to wildlife, habitat, and vegetation are anticipated to occur during grading and ground disturbing activities.	<b>VERY GOOD</b> -Natural Heritage Inventory significant ecological community impact: -0.22 acre cottonwood-green ash floodplain forest -Grading limits encompass 214.5 acres. General impacts to wildlife, habitat, and vegetation are anticipated to occur during grading and ground disturbing activities.	<b>VERY GOOD</b> -Natural Heritage Inventory significant ecological community impact: -0.35 acre cottonwood-greenash floodplain forest -0.13 acre needle-and-thread mixed grass and/or western little bluestem prairies -Grading limits encompass 225.4 acres. General impacts to wildlife, habitat, and vegetation are anticipated to occur during grading and ground disturbing activities.

# GRANT MARSH BRIDGE AESTHETICS

## What is your vision for Grant Marsh Bridge?

With the replacement of Grant Marsh Bridge, there are several visual design elements that can be considered. We would love your initial feedback on potential design elements that will be considered during the next phase of project development.

Please place GREEN dots for elements you LIKE and RED dots for elements you DISLIKE.

### Girder Style



**Straight**



**Earth tone**



**Red/Bright**



**Haunched**



**Green**



**Black/Dark**

## Other ideas or preferences?

Place a post-it note below with any additional comments regarding how you'd like the future Grant Marsh Bridge to look.

# GRANT MARSH BRIDGE AESTHETICS

## What is your vision for Grant Marsh Bridge?

With the replacement of Grant Marsh Bridge, there are several visual design elements that can be considered. We would love your initial feedback on potential design elements that will be considered during the next phase of project development.

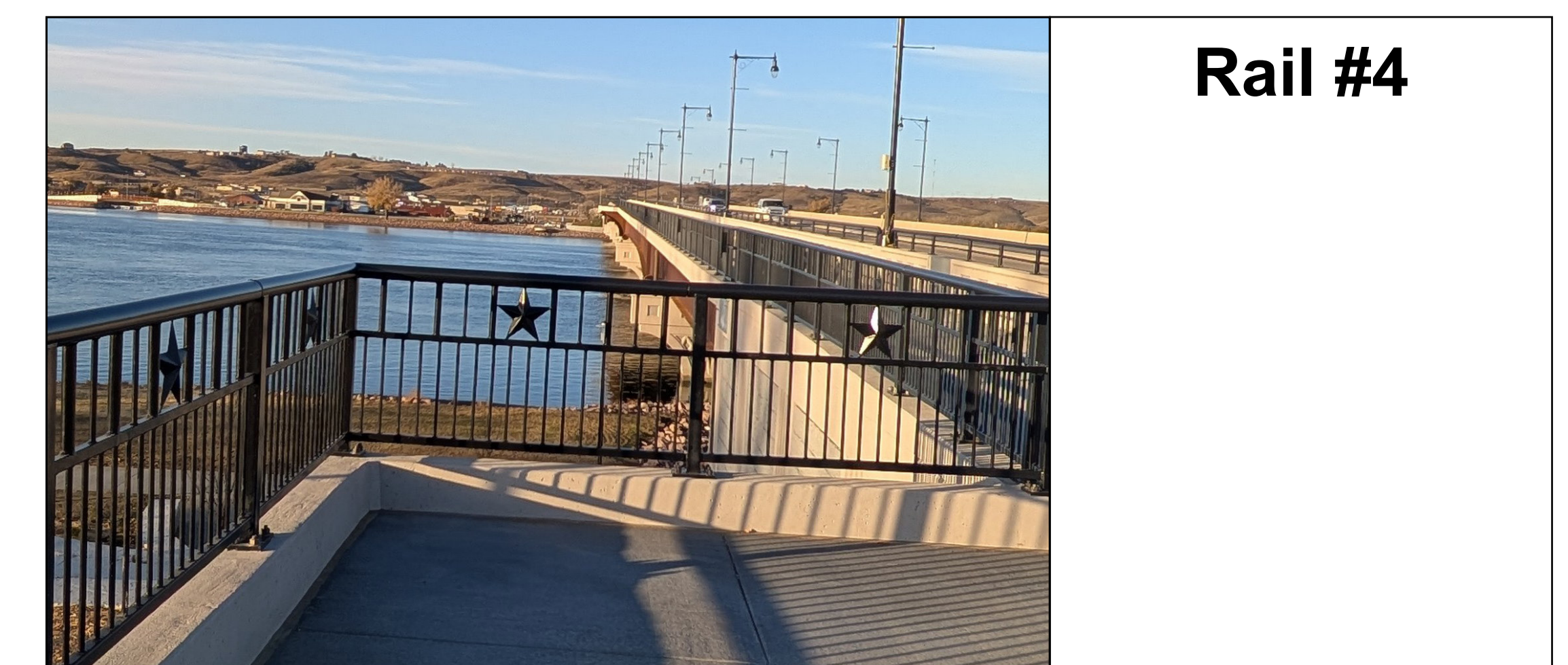
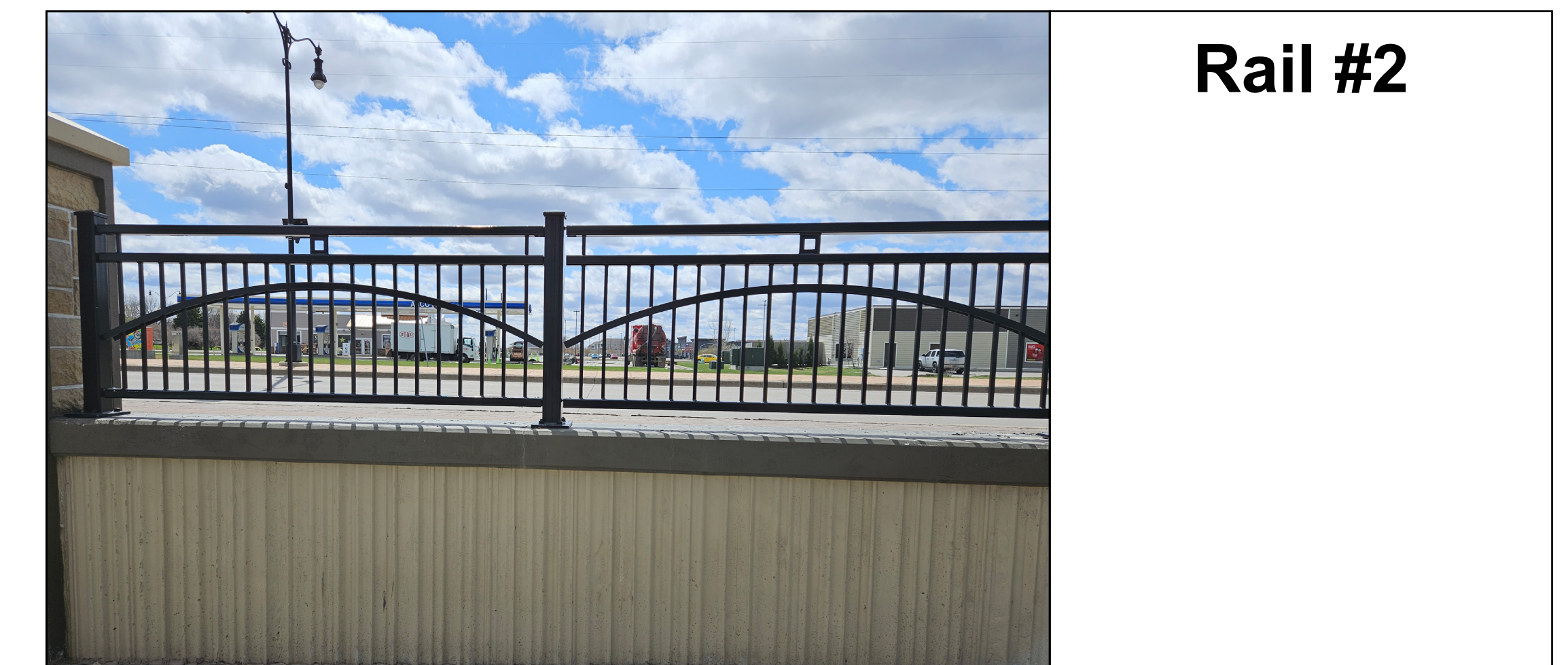
Please place GREEN dots for elements you LIKE and RED dots for elements you DISLIKE.

### Belvederes



### What is a Belvedere?

Belvederes are “bump-outs” located periodically along the bridge sidewalk to serve as a resting and viewing place for pedestrians.



### Other ideas or preferences?

Place a post-it note below with any additional comments regarding how you'd like the future Grant Marsh Bridge to look.

# GRANT MARSH BRIDGE AESTHETICS

## What is your vision for Grant Marsh Bridge?

With the replacement of Grant Marsh Bridge, there are several visual design elements that can be considered. We would love your initial feedback on potential design elements that will be considered during the next phase of project development.

Please place GREEN dots for elements you LIKE and RED dots for elements you DISLIKE.

### Pier Styles



Pier #1



Pier #2



Pier #3



Pier #4



Pier #5



Pier #6

## Other ideas or preferences?

Place a post-it note below with any additional comments regarding how you'd like the future Grant Marsh Bridge to look.

# GRANT MARSH BRIDGE AESTHETICS

## What is your vision for Grant Marsh Bridge?

With the replacement of Grant Marsh Bridge, there are several visual design elements that can be considered. We would love your initial feedback on potential design elements that will be considered during the next phase of project development.

Please place GREEN dots for elements you LIKE and RED dots for elements you DISLIKE.

### Wall Textures



Wall #1



Wall #2



Wall #3



Wall #4



Wall #5

### Other ideas or preferences?

Place a post-it note below with any additional comments regarding how you'd like the future Grant Marsh Bridge to look.

### End Treatments



Landscaping/  
River Access



Formal/  
Memorial



Interactive/  
Interpretive

# GRANT MARSH BRIDGE THEME

## What is your vision for Grant Marsh Bridge?

Large bridges like the Grant Marsh Bridge often incorporate aesthetic features that follow a certain theme important to the area or community.

If a theme concept were used in the design, what theme would you prefer?



## Interact with the bridge's theme

Place a post-it note on this board with initial comments and ideas you have for the theme of Grant Marsh Bridge.

Some theme examples include but are not limited to:

- Bismarck-Mandan history and context
- North Dakota history and context
- Missouri River/Grant Marsh history and context
- Modern design/non-historical
- Other (write down your preferences)