

## About the Project

The interchange at Interstate 29 (I-29) and 40th Avenue North has been experiencing significant traffic growth due to new development along both sides of I-29. This includes development west of I-29 in the Reile's Acres residential subdivision, additional land that will become available following the completion of the Fargo-Moorhead Flood Diversion, and industrial development east of I-29.

To address increased roadway capacity and safety concerns, NDDOT completed a feasibility study in summer 2023. The recommendation from the study was to reconstruct the interchange with two roundabouts at the ramps. The intersection of 40th Avenue North and Highway 81 will also be reconstructed as a roundabout.

The project is now in the preliminary design and environmental documentation phase as shown in the schedule below.

## Stay Involved

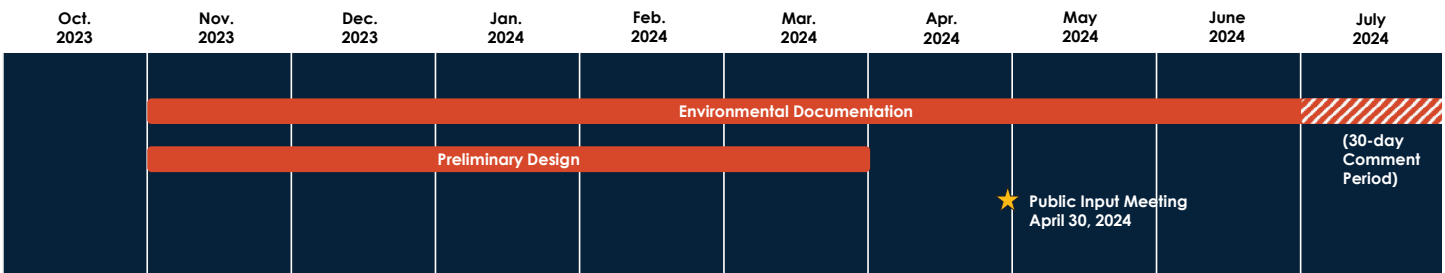
### Visit the Project Website

Stay up-to-date on meetings, next steps, and opportunities through the project website:

[www.dot.nd.gov/exit69](http://www.dot.nd.gov/exit69)



## Schedule



☑ Feasibility Study completed in August 2023 (Roundabout Interchange Alternative Advanced)

✎ Final Design tentative completion in November 2026 (Construction Plans & Specification)

⚠ Anticipated Construction 2028 or later (depending on funding availability)

## Contact Us

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



## Dumbbell Interchange

A standard diamond interchange with roundabouts utilized at the ramp terminal intersections is often referred to as a dumbbell interchange due to the resemblance to the shape of a weightlifters dumbbell. Similarly, such interchange configurations have also been referred to as “dogbone” interchanges.

Based on feedback from our Technical Advisory Committee (TAC), the public, and our findings during the feasibility study, the Dumbbell Interchange was identified as the alternative to advance to the next phase of project development.

## Benefits of the Dumbbell Interchange

- Reduces potential for wrong-way movements down northbound I-29 exit ramp.
- Significantly reduces potential for severe accidents.
- Accommodates large vehicles.
- Eliminates operations and maintenance costs associated with traffic signals.
- Lesser rights-of-way needs without need to develop turn lanes as would be needed at a traffic signal.
- Increased safety for bicyclists and pedestrians.
- Less impermeable surface (less storm water runoff).
- Lesser carbon footprint without vehicles needing to stop/start at signal.
- Allows for smaller bridge (cost savings).
- Provides opportunity for green space in roundabout central islands.

LEGEND		N	
	SHARED PATH		CONCRETE MEDIAN & APRON
	PROPOSED BRIDGE		PROPOSED ROADWAY

