

I-94 INTERCHANGE (EXIT 161) RECONSTRUCTION PROJECT

ISSUE 3: JANUARY 2022



KEY

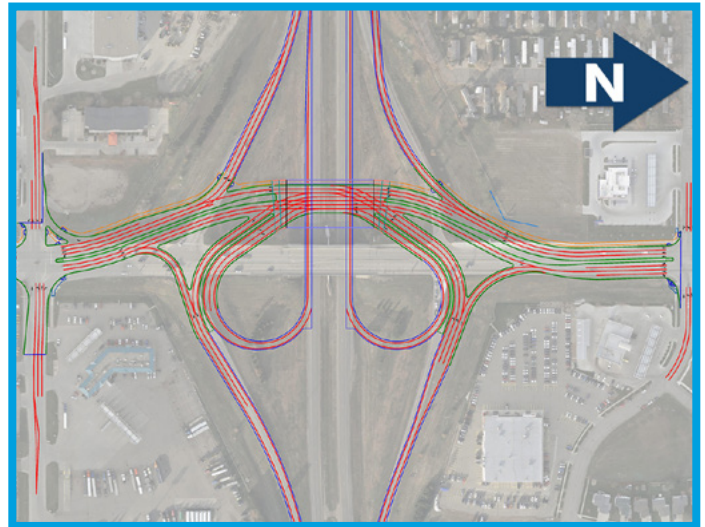
- NDDOT right-of-way: 90% federal, 10% state match
- I-94 business loop south: 80.93% federal, 9.07% state, 10% city
- N. Centennial Road: 80.93% federal, 19.07% city

FINANCIAL INFORMATION FOR UPCOMING I-94 RECONSTRUCTION PROJECT

As part of the Interstate Highway System, the Exit 161 reconstruction project is anticipated to be funded primarily by federal dollars. Many citizens are interested in how their tax dollars—local, state, and federal—are disbursed to pay for projects like this: the map to the left shows a breakdown of cost participation for each section of the interchange.

RIGHT-OF-WAY IMPACTS

As NDDOT works diligently on the preliminary design phase and project impacts, the goal is to minimize any permanent right-of-way acquisitions from adjacent properties. During this phase, NDDOT is making necessary adjustments to complete the preliminary design. This is the most up-to-date design for the project, which now includes a retaining wall in the northwest area of the project to further minimize impacts.



LEGEND

- CURB AND GUTTER
- EDGE OF PAVEMENT
- LANE LINES
- RETAINING WALL
- SHARED USE PATH

PRELIMINARY DESIGN CONSIDERATIONS: STEEL VERSUS CONCRETE BEAMS

One of the major decisions during the preliminary design phase was the selection of beam material for the new bridge. NDDOT determined that using steel allows for a shallower beam depth in a two-span bridge, lowers the profile grade, and still provides the desired 18'-4" vertical clearance over I-94. Steel beams are more expensive than concrete beams, but having the lower roadway grade means less right-of-way impacts to surrounding properties.

Stay in touch with new developments on the I-94 project via this e-newsletter.

Go to <https://www.dot.nd.gov/projects/bismarck/exit161> for more information.

Questions can be directed to Darell Arne at darne@nd.gov.