



# U.S. HIGHWAY 85

## *Public Alternatives Workshop*

I-94 Interchange to Watford City Bypass (McKenzie County Road 30)

Project 9-085(085)075 PCN 20046 ♦ Stark, Billings and McKenzie Counties, North Dakota

July 25, 5–7:30 pm MDT  
Belfield City Hall  
107 2nd Avenue NE  
Belfield, ND

July 26, 5–7:30 pm CDT  
Watford City Hall  
213 2nd Street NE  
Watford City, ND

### *When?*

July 25 & 26, 2016  
5:00 p.m. to 7:30 p.m.  
Formal Presentation:  
5:30 p.m.



## What is the project?

The North Dakota Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to expand approximately 62 miles of US Highway 85 to four lanes (with flexible design options to avoid or minimize impacts) and rehabilitate or replace the historic Long X Bridge over the Little Missouri River.

## Where is the project located?

The project limits are from the Interstate (I)-94 Interchange to the Watford City Bypass (McKenzie County Road 30), in Stark, Billings, and McKenzie Counties, North Dakota.

## What is the purpose of the Public Alternatives Workshop?

The purpose of the Public Alternatives Workshop is to gather feedback and suggestions on the proposed alternatives for the US Highway 85 project.

## What is the project's purpose and need?

The purpose of the project is to address the various needs within the project corridor that have been identified by the general public as well as federal, state, and local agencies. These needs include the following:

- » Social Demands and Economic Development
- » System Linkage/Connectivity
- » Safety
- » Capacity/Traffic Volumes
- » Transportation Demand/Roadway Classification
- » Slope Instability and Landslides
- » Ecological Connectivity.

## What project alternatives are being studied?

Analysis of project alternatives began with the development of a full range of reasonable alternatives. These alternatives were screened for consistency with several criteria including existing reports, the project's purpose and need, design standards, and known constraints within the project corridor.

The alternatives that have been carried forward for further consideration are divided into seven groups based on location and infrastructure type. These groups are as follows:

- » Roadway Alternatives
- » Major Intersection Alternatives
- » Fairfield Alternatives
- » Badlands Alternatives

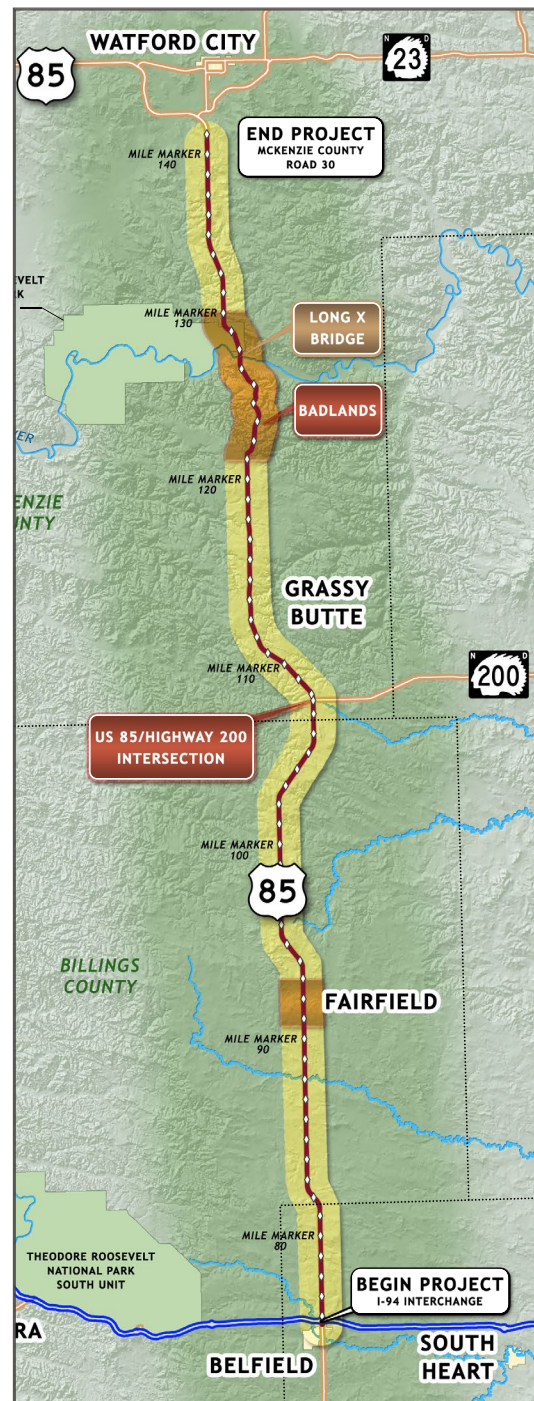


figure 1. I-94 Interchange Geometry

- » Long X Bridge Alternatives

Other concepts were also developed for input:

- » Trail Concepts
- » Wildlife Crossing/Accommodations Concepts

In addition, the No Action Alternative will be carried through the alternatives screening process and will be analyzed in the Environmental Impact Statement (EIS). The No Action Alternative serves as a baseline against which the impacts of potential build alternatives can be evaluated.

### Roadway Alternatives

Two alternatives are currently under consideration for the majority of the project corridor with exception to the seven mile stretch of roadway occurring through the Badlands and the area within and around Fairfield. These alternatives include a 4-lane divided roadway with a depressed median (*figure 2*) and a 4-lane divided roadway with a flush median (*figure 3*)

A roadway constraints assessment was completed for the divided depressed median alternative to determine which side of the existing roadway would be the most optimal for expansion based on a number of criteria. Widening associated with the divided flush median alternative would be centered on the existing roadway.



figure 2. 4-Lane Divided—Depressed Median

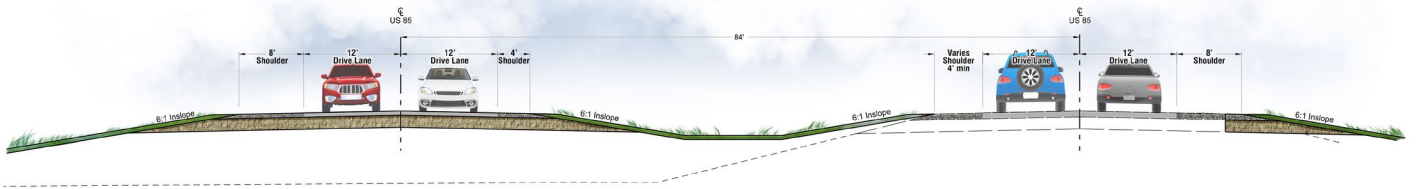
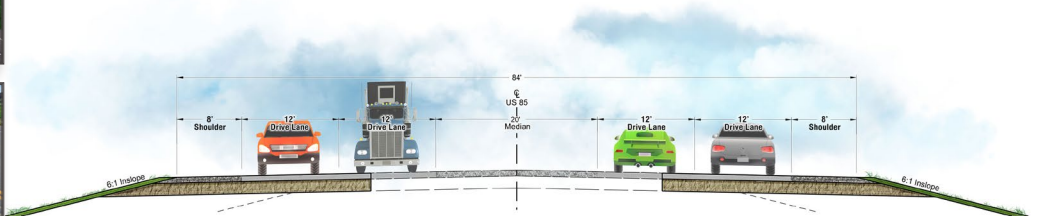


figure 3. 4-Lane Divided—Flush Median (varies 4'–20')



### Major Intersection Alternatives

The two major intersections within the project corridor include the I-94 Interchange (*figure 4*) and North Dakota Highway 200 (*figure 5 on page 4*).

figure 4. I-94 Interchange Geometry





figure 5. US 85/ND 200 Intersection Alternatives



\*Represents the 4-Lane Divided/Depressed Median alternative

### Fairfield Alternatives

Five roadway alternatives are currently under consideration for the area within and around Fairfield. These include three bypass alternatives and two alternatives along the existing alignment .

#### Alternatives on Existing Alignment

- » Four-lane divided – flush median (figure 3 on page 3)
- » Four-lane – urban section (figure 6)

#### Bypass Alternatives

- » refer to figure 7. Fairfield Bypass Alternatives on page 5
- » The typical section of the bypass alternatives would match the typical section of the selected roadway alternative for the overall project corridor (figure 2 & figure 3 on page 3)

figure 6. 4-Lane—Urban Section

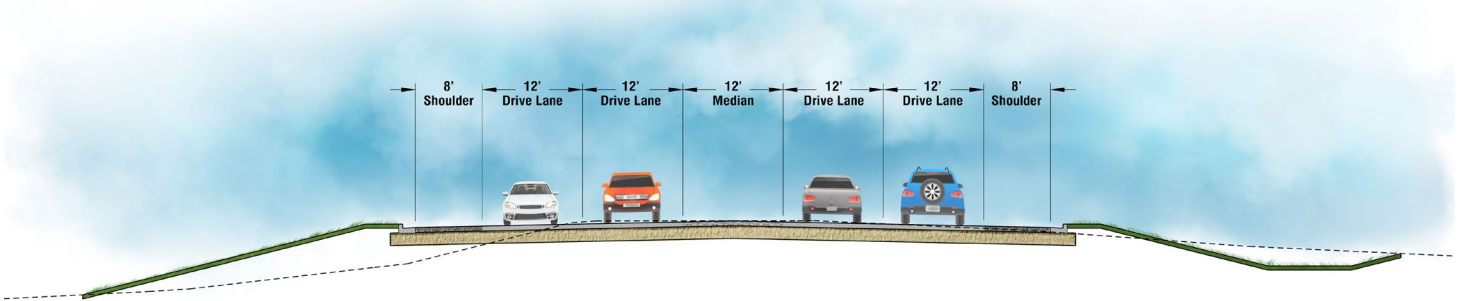
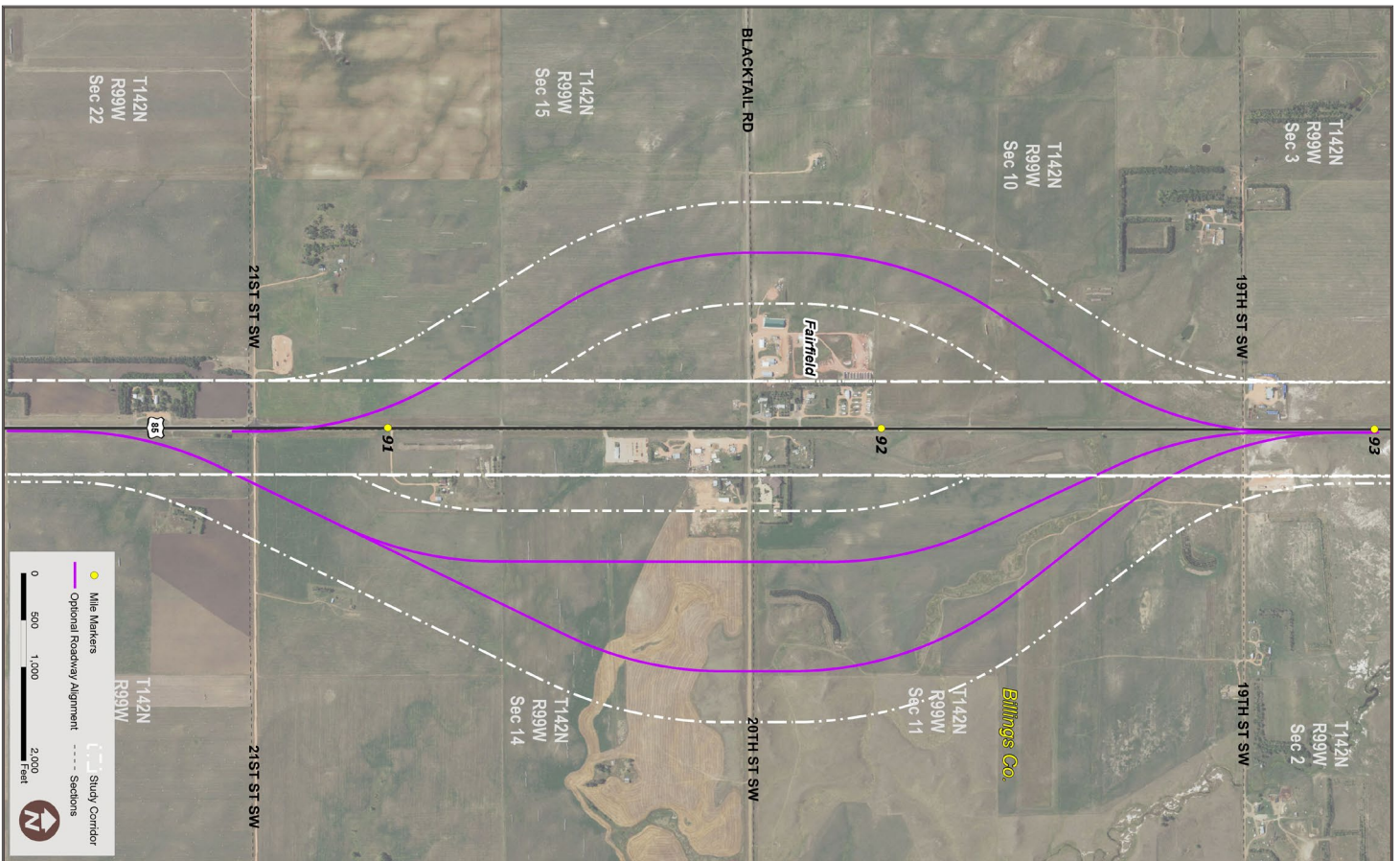




figure 7. Fairfield Bypass Alternatives



### Badlands Alternatives

Approximately seven miles of the project corridor traverse through the Little Missouri Badlands. The current alternative under consideration for this section of roadway is a 4-lane divided roadway with a

flush median (*figure 3 on page 3*). Flexible design options would be used in combination with this alternative to reduce or minimize the overall project footprint.

### Long X Bridge Alternatives

The existing Long X Bridge is proposed to be rehabilitated or replaced in conjunction with this project. There are currently three alternatives under consideration. *Please refer to figures 8–10 on page 6*.

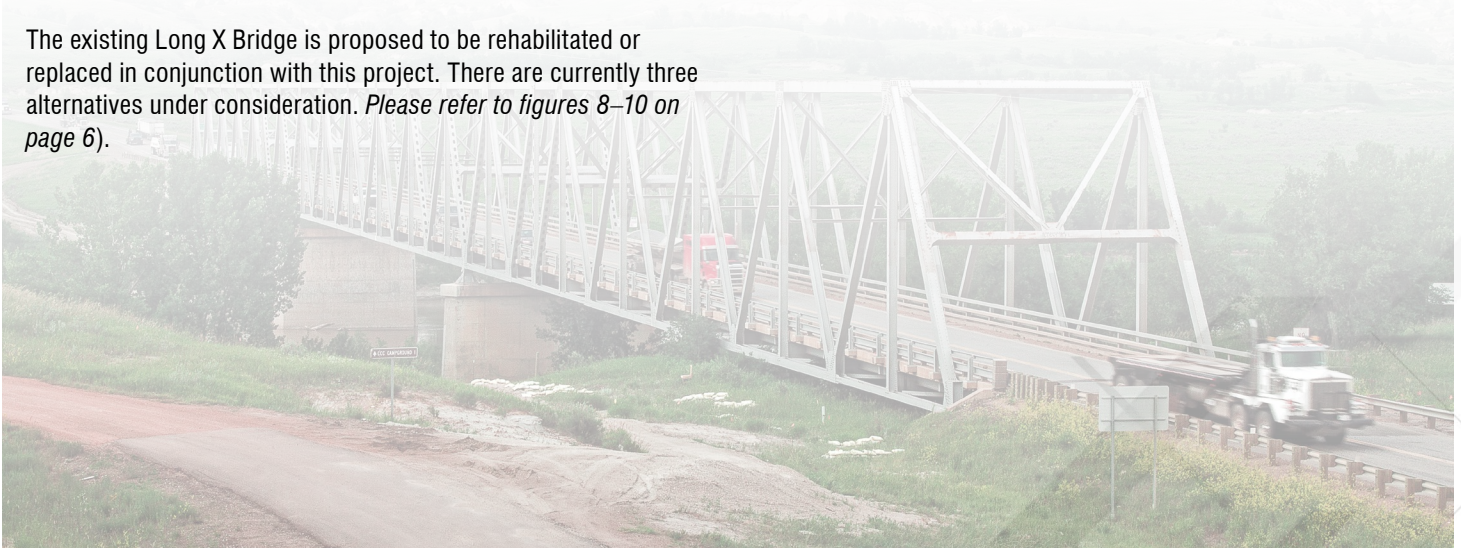




figure 8. Increase Vertical Clearance of Existing Bridge and Construct New Two-Lane Bridge Adjacent



figure 9. Retain Existing Bridge for Alternative Use and Construct New Four-Lane Bridge Adjacent



figure 10. Remove & Replace Existing Bridge with New Four-Lane Bridge





## Trail Concepts

Several comments were received during the initial public scoping period regarding the inclusion of a trail from Watford City to the North Unit of the Theodore Roosevelt National Park. Therefore,

the following trail concepts have been incorporated into the overall project.

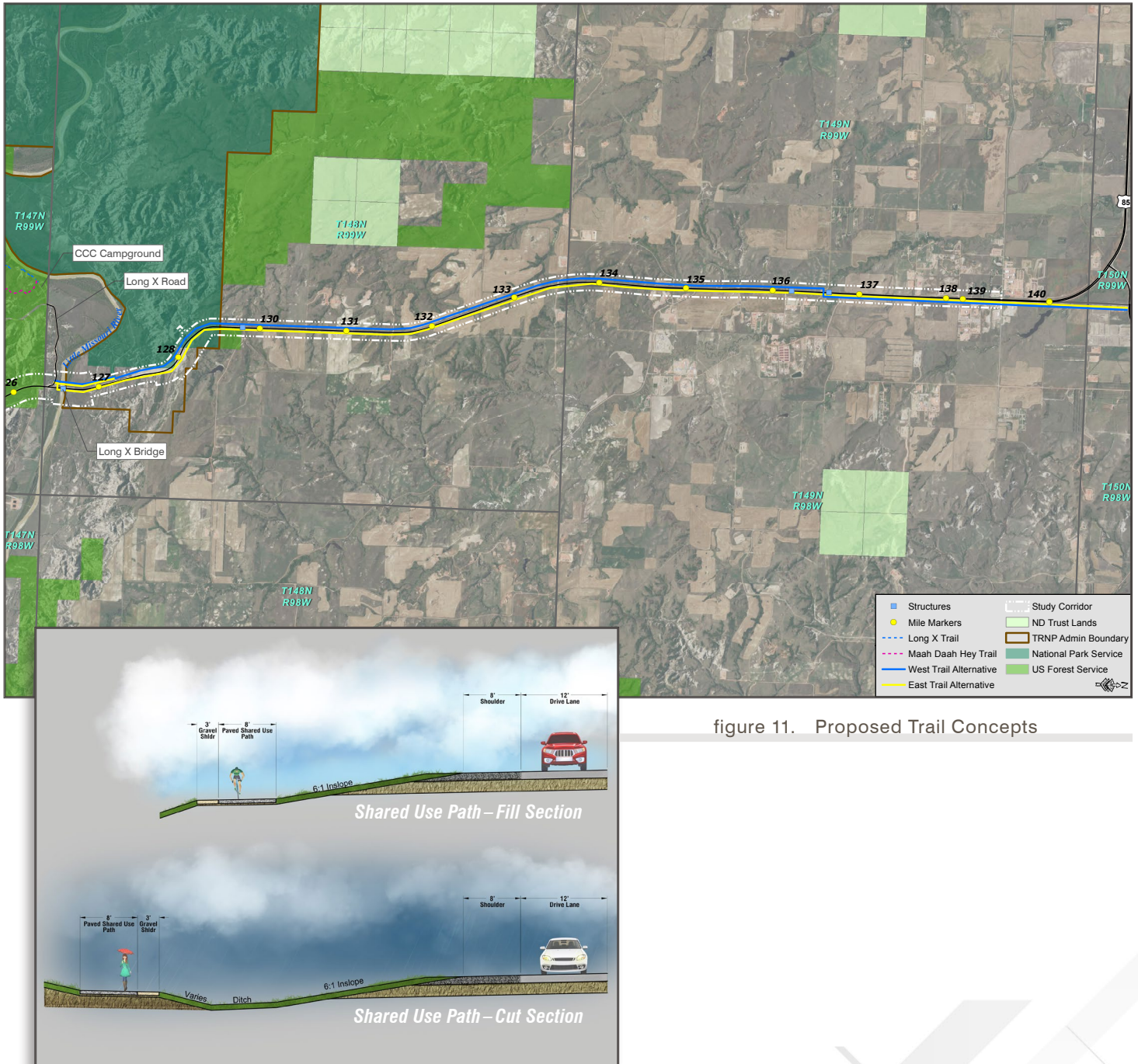


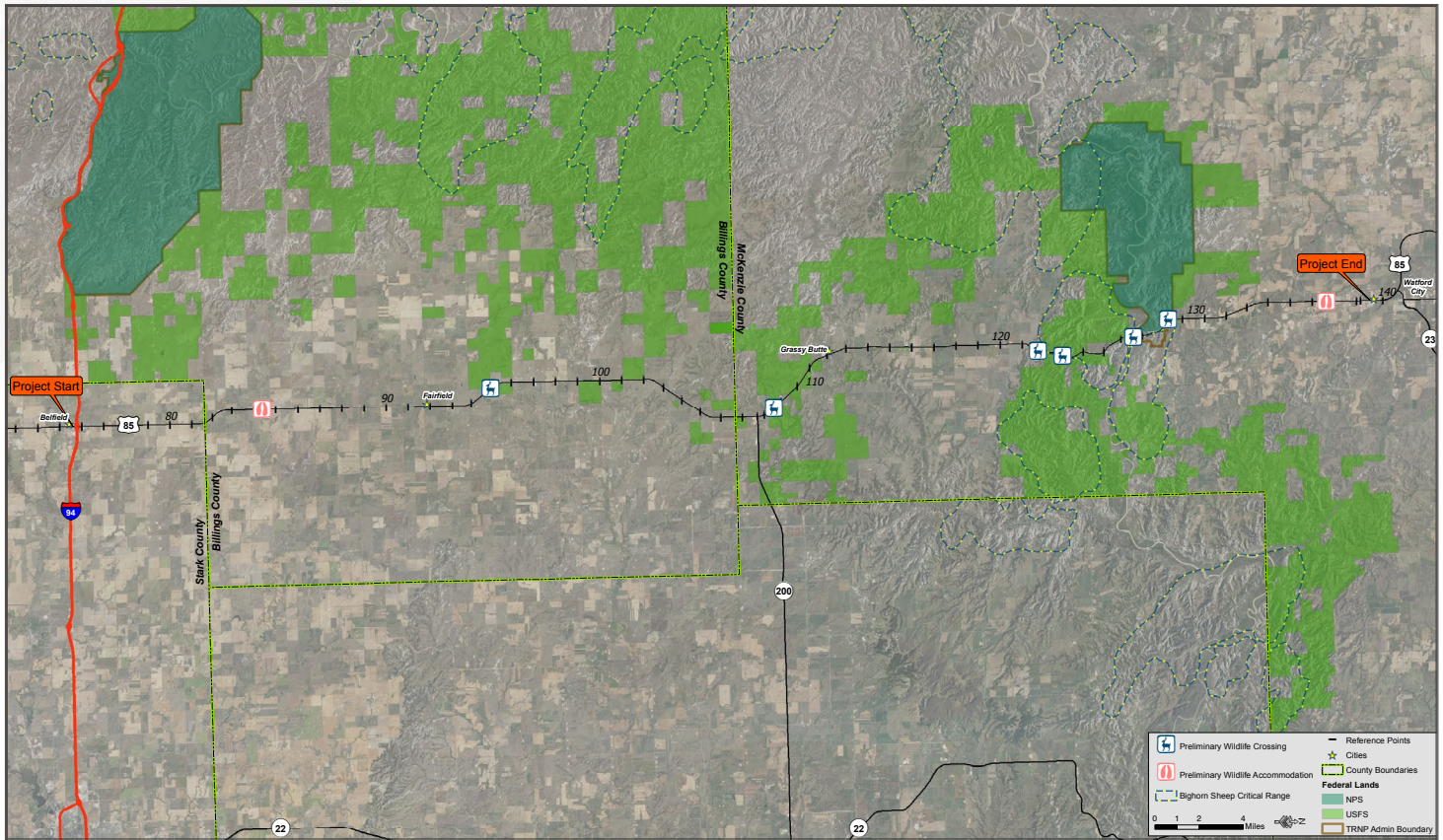
figure 11. Proposed Trail Concepts



## Wildlife Crossing/Accommodation Concepts

In order to address wildlife concerns, several wildlife crossing and accommodation concepts have been proposed in conjunction with this project.

figure 12. Wildlife Crossings/Accommodations Concepts



## How can I submit comments after the meeting?

Written comments can be submitted by mail, email or via the project website. It is requested that all comments be submitted by **August 26, 2016**.

### Mail

Matt Linneman, Program Manager  
Environmental & Transportation Services  
NDDOT  
608 East Boulevard Avenue  
Bismarck, North Dakota 58505-0700

### Telephone

(701) 328-2640

### Email

[mlinneman@nd.gov](mailto:mlinneman@nd.gov)

Note "Public Alternatives Workshop" in email subject heading.

### Project Website

<http://www.nddotwilliston.com/85-project-watford-city-i94/>

Click on the "Public Involvement" link.

## Will there be additional opportunities to provide comments on the project?

Yes, the Draft EIS will be made available for public review and comment. In addition, comments on the project can also be provided at the Public Hearing. For information about project status and

updates, please visit the website at:

<http://www.nddotwilliston.com/85-project-watford-city-i94/>