

Protecting Fargo-Moorhead Regional Mobility

Minnesota Department of
Transportation

US 75 & I 94 Interchange



September 16, 2014

Introductions

- **Pat McGraw** – Stantec, Senior Project Manager
- **Seth Yliniemi** – MnDOT, Project Manager
- **Dale Grove** – Stantec, Senior Associate
- **Tom Fidler** – Stantec, Senior Engineer
- **Peggy Harter** – Stantec, Project Manager (Former MetroCOG Transportation Planner)



Introductions

- **Steve Jensen** – HDR, Inc., Senior Project Manager – Detail Design
- **Scott Burfeind** – HDR, Inc., Project Manager – Detail Design
- **Jerimiah Moerke** - MnDOT District 4 Public Affairs
- **Others?**



Announcements

Housekeeping:

- Come and go at will (5:00 – 7:00p.m.)
- Sign-in-sheet
- Comment cards
- Restrooms
- Safety Moment:
 - Emergencies: 1st responders?, 911, exits



Agenda – Why are we here?

- Reiterate project need.
- Outline work done to-date
- Establish or continue working relationship with stakeholders
- Introduce preferred alternative
- Receive input
- Answer questions



A Critically Important Facility

Regional connections

Local destinations

Dozens of employment centers

Several colleges,

universities, and other

educational campuses

~80,000 Current Daily Users



A Growing Problem

~130,000 Projected Daily Users

Diminishing levels of service

Diminished safety

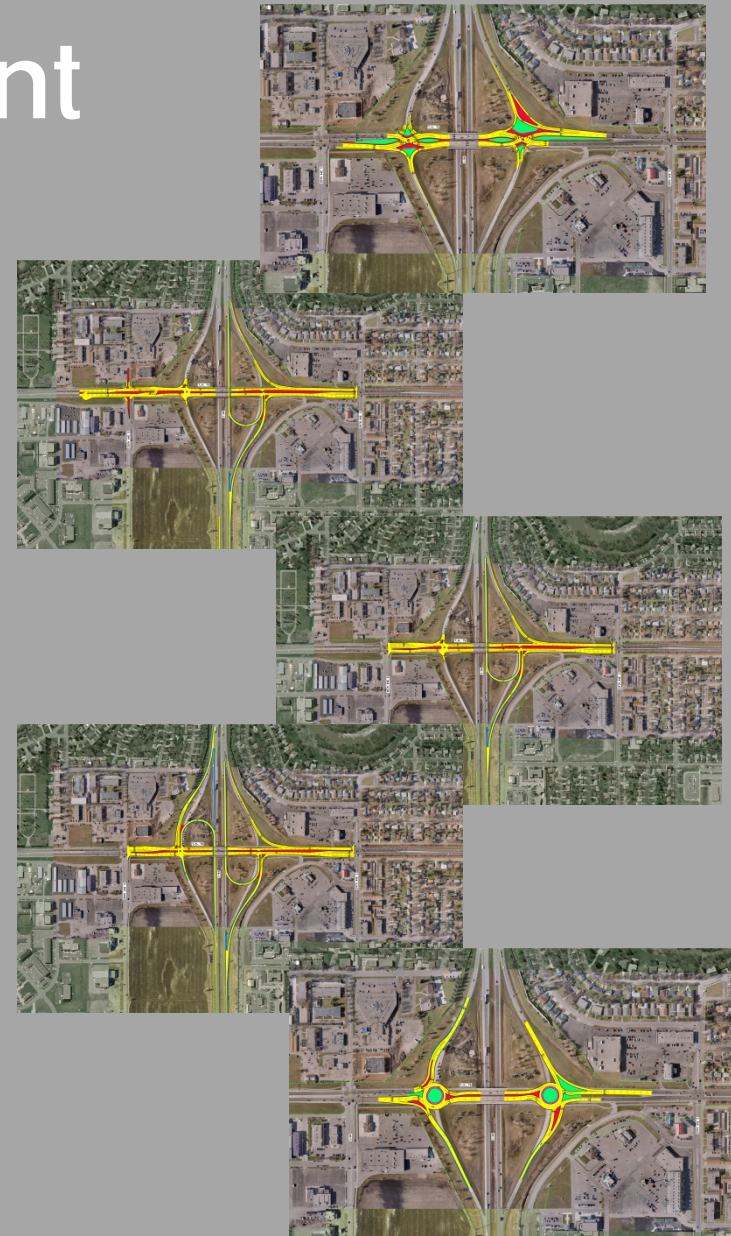
Diminished quality of life



Project Development

What's been done to-date

- 2006 study
- 2012/2013 Value Engineering Study
- Intersection Control Evaluation (ICE)
- Study Review Committee
- Level I Geometric Layout
- IAMR

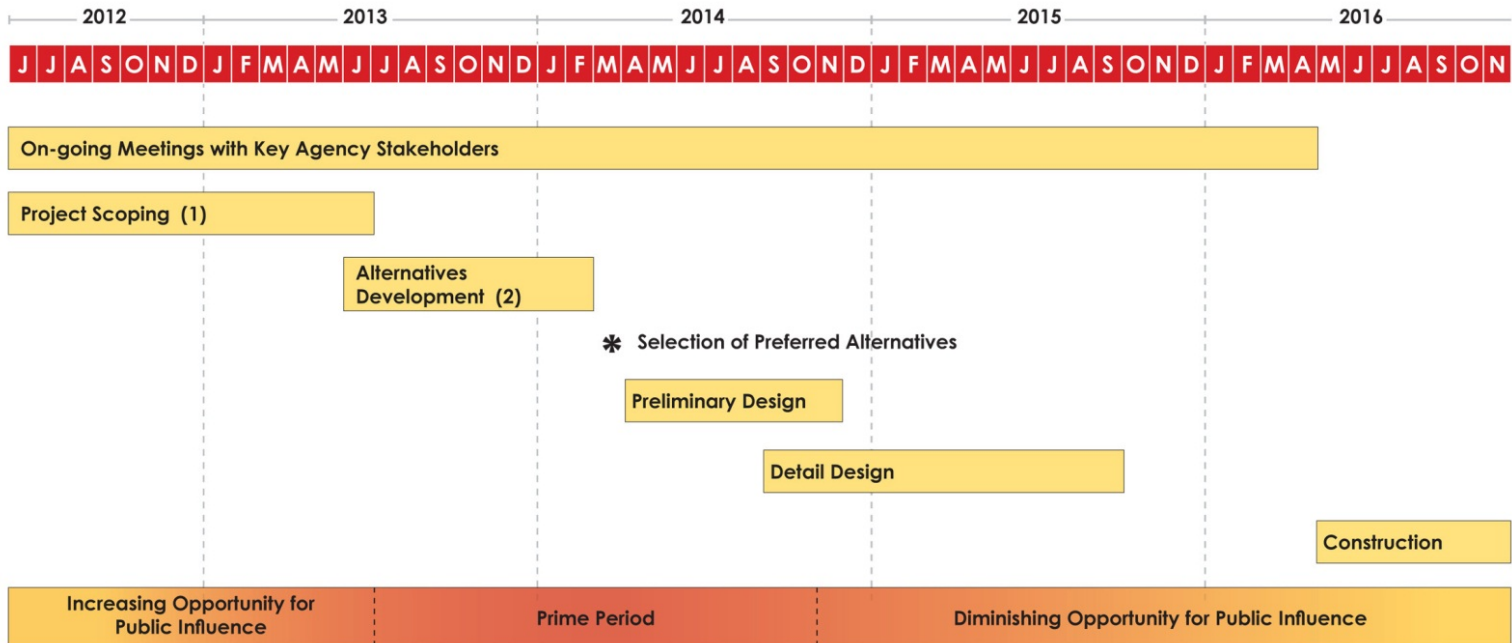


Project Development



US 75 & I-94 Interchange

PROJECT TIMELINE



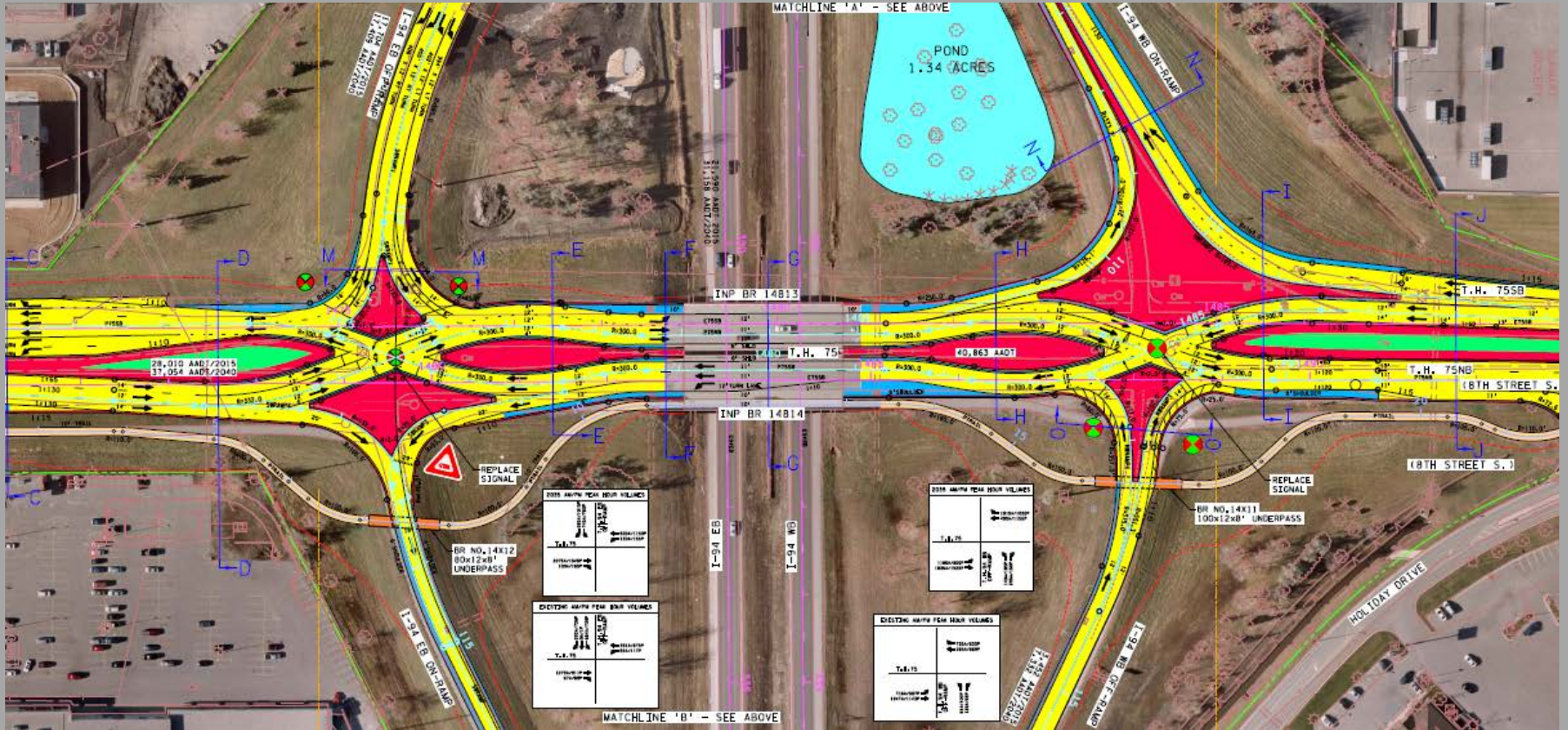
(1) Identify and Analyze Issues and Define Palette of Potential Solutions

(2) Evaluate and Compare Top Tier Alternative Solutions

Note: All dates are approximate and subject to change without notice



Preferred Alternative



21,590 AADT/2015
31,158 AADT/2040

INP BR

INP BR

I-94 EB

28,010 AADT/2015
37,054 AADT/2040

REPLACE
SIGNAL

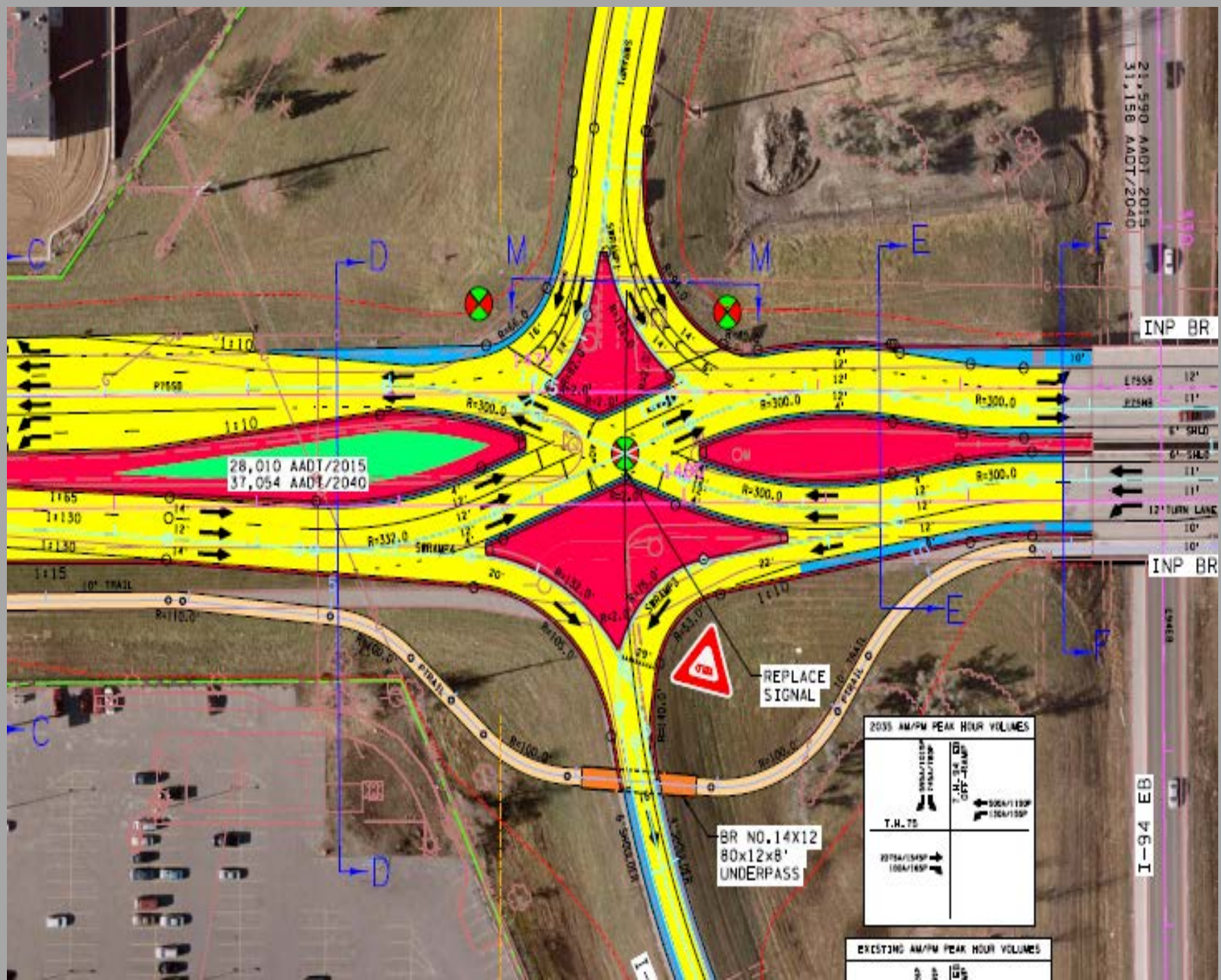
BR NO.14X12
80x12x8'
UNDERPASS

2035 AM/PM PEAK HOUR VOLUMES

T.H. 75	T.H. 84
2078/1547	1064/1857

EXISTING AM/PM PEAK HOUR VOLUMES

2078/1547	1064/1857





21,590 AADT/2015
31,158 AADT/2040

INP BR 14813

T.H. 75

INP BR 14814

I-94 EB

I-94 WB

POND
1.34 ACRES

WB ON-RAMP

2035 AM/PM PEAK HOUR VOLUMES

1015A/1035P 490A/1105P	
T.H. 75	
1185A/800P 1855A/1525P	OFF-RAMP OFF-RAMP
1405A/130P 395A/130P	

EXISTING AM/PM PEAK HOUR VOLUMES

755A/855P 365A/885P	
T.H. 75	

40,863 AADT

34,204 AADT/2015
40,621 AADT/2040

T.H. 75NB

(8TH STREET S.)

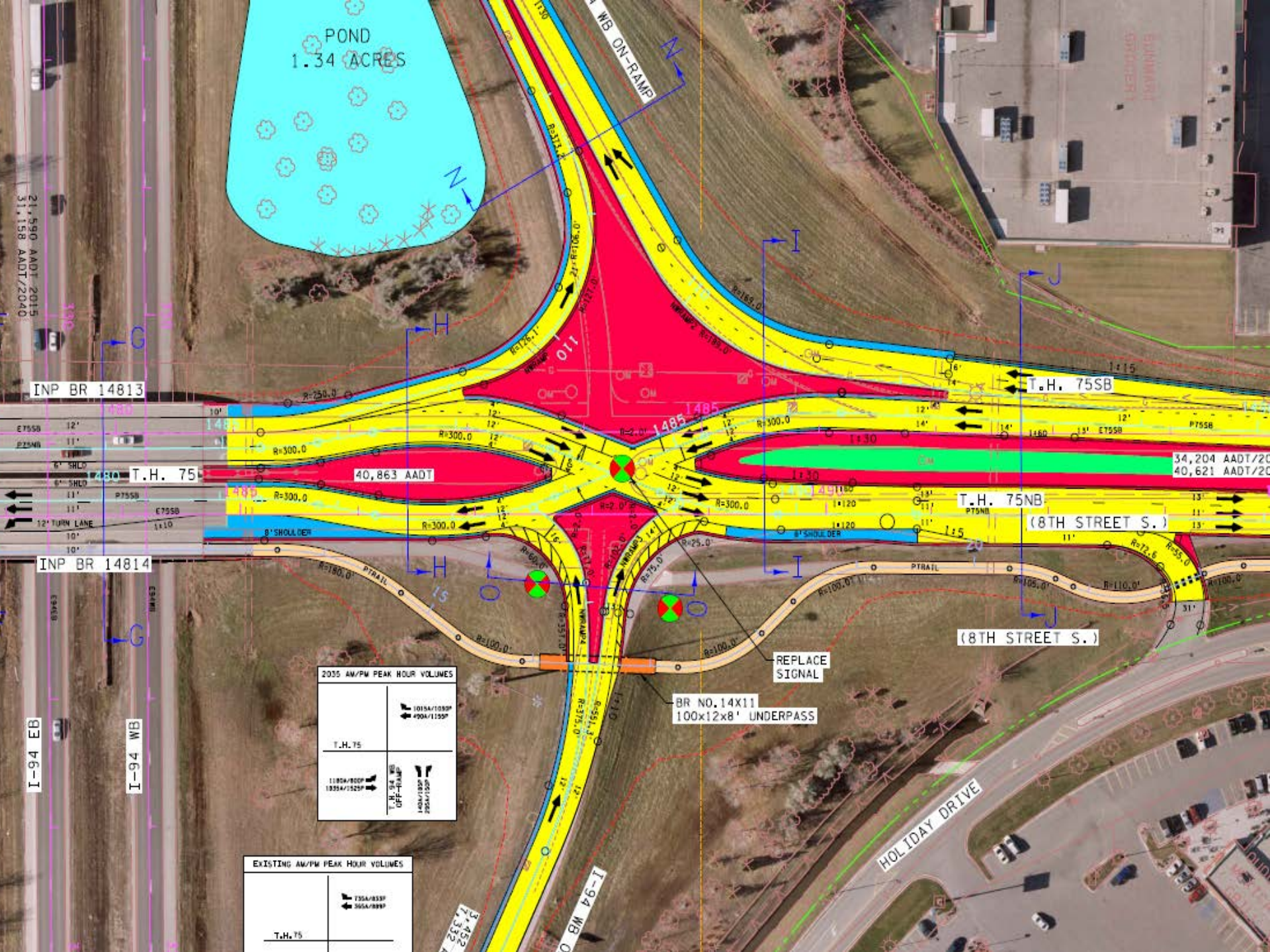
(8TH STREET S.)

REPLACE SIGNAL

BR NO. 14X11
100x12x8' UNDERPASS

HOLIDAY DRIVE

3,432
1,332

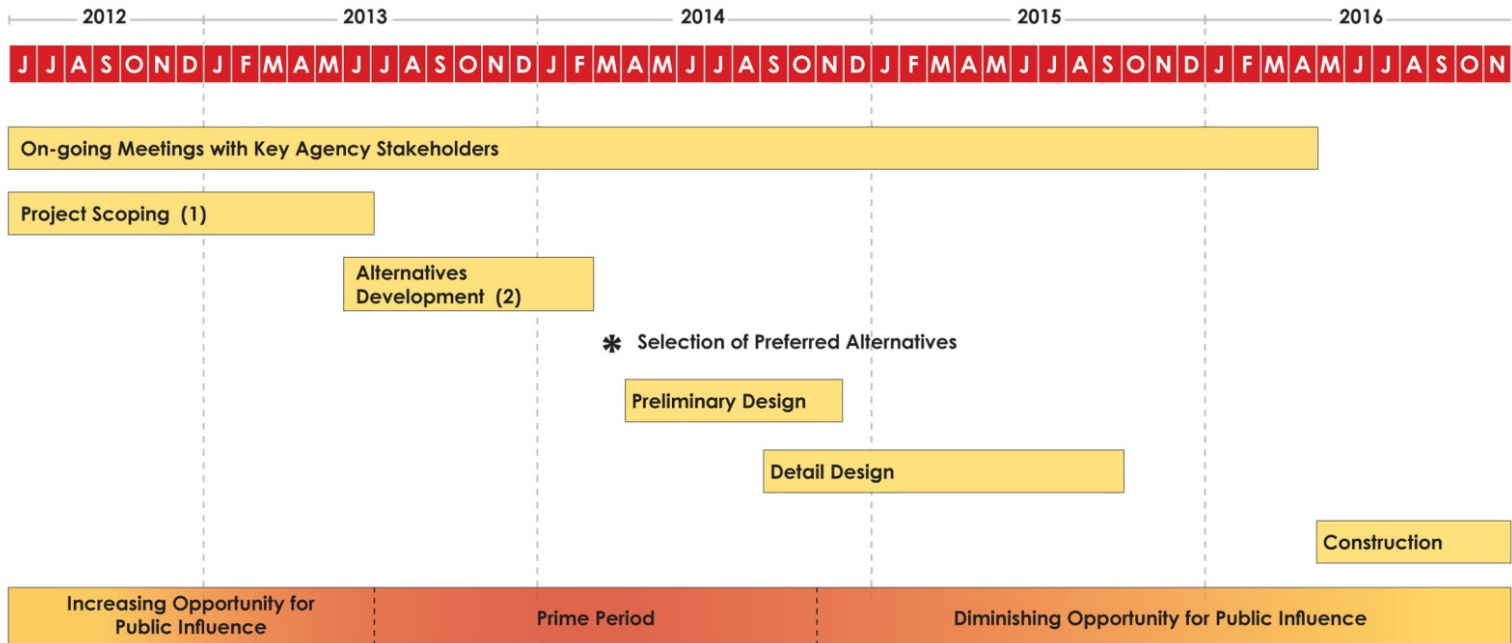


Project Development



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Next Steps

Stakeholder Engagement

Detail Design

A New Interchange!

Open House 3

Construction



Return to Open House

Ask Questions

Share your thoughts



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