






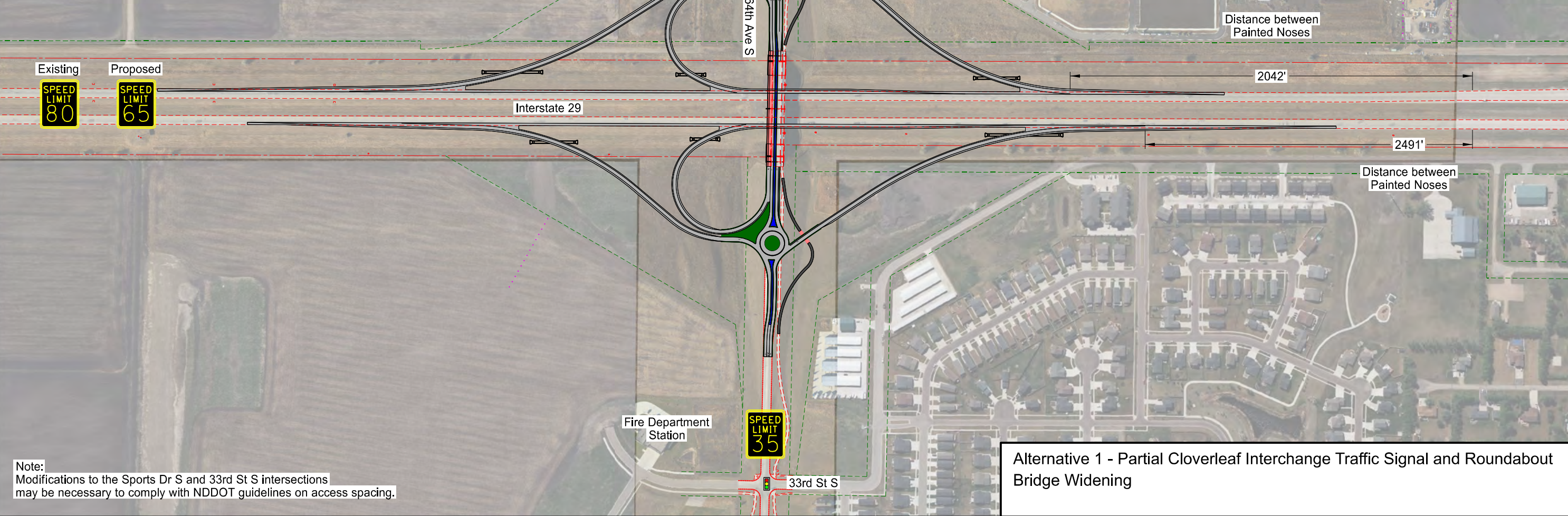
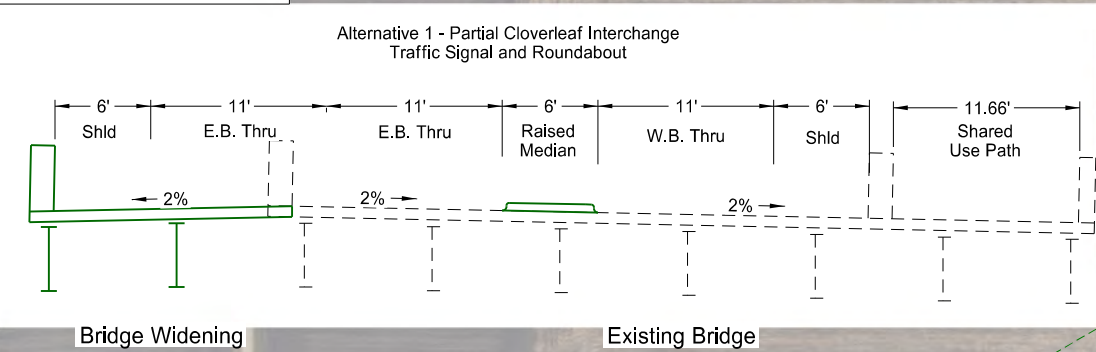
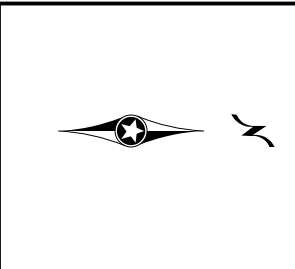


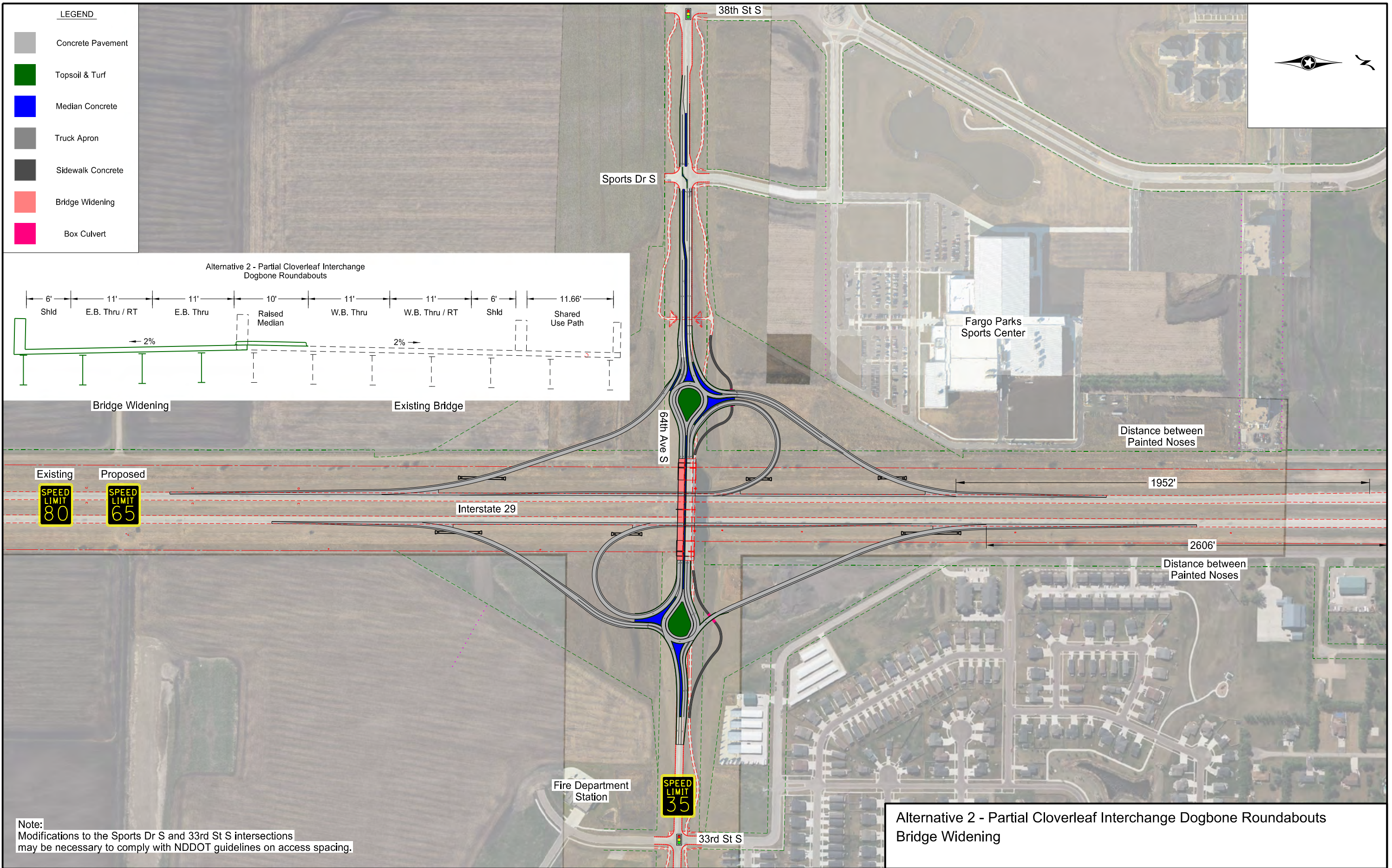
**LEGEND**

	Concrete Pavement
	Topsoil & Turf
	Median Concrete
	Truck Apron
	Sidewalk Concrete
	Bridge Widening
	Box Culvert










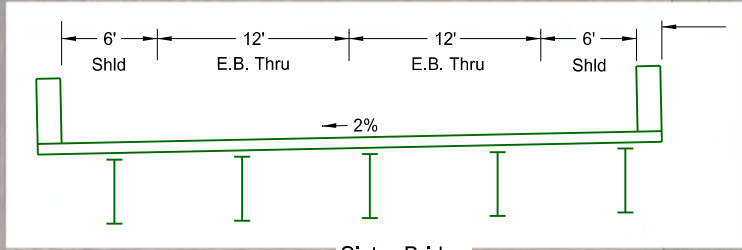
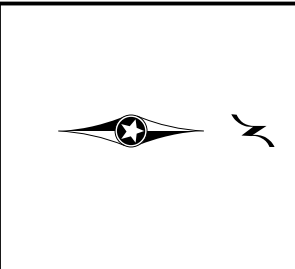
Note:  
Modifications to the Sports Dr S and 33rd St S intersections may be necessary to comply with NDDOT guidelines on access spacing.

Alternative 1 - Partial Cloverleaf Interchange Traffic Signal and Roundabout Bridge Widening

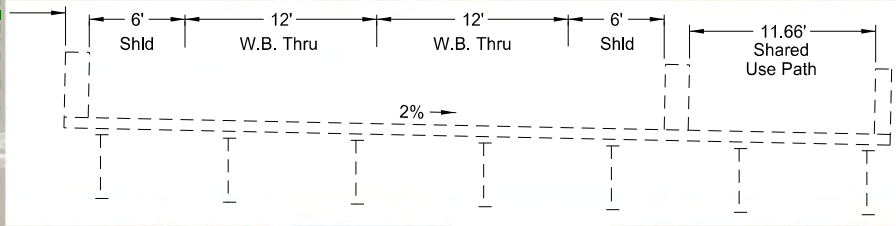


**LEGEND**

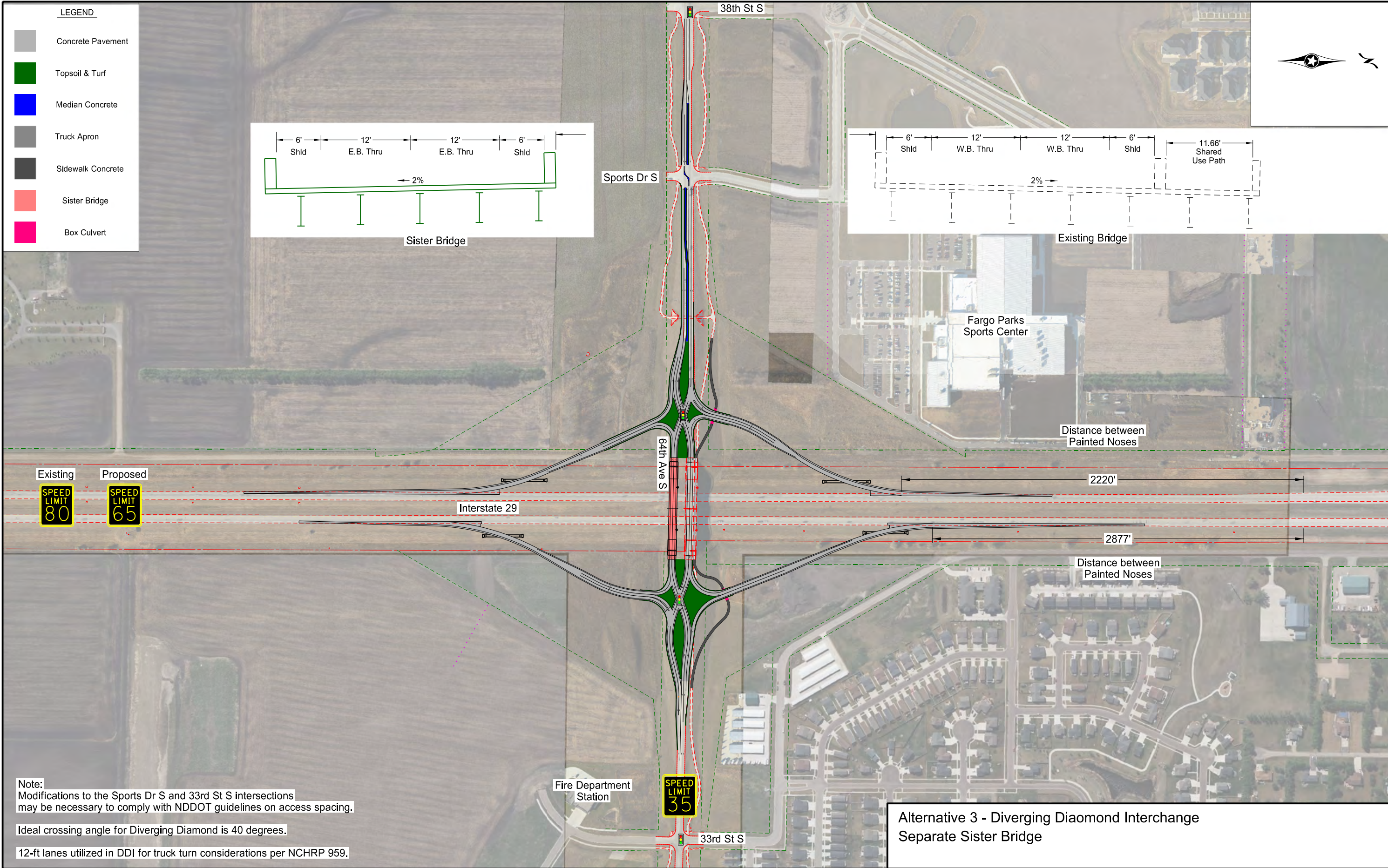
	Concrete Pavement
	Topsoil & Turf
	Median Concrete
	Truck Apron
	Sidewalk Concrete
	Sister Bridge
	Box Culvert



Sister Bridge



Existing Bridge



Existing **SPEED LIMIT 80**  
 Proposed **SPEED LIMIT 65**

**SPEED LIMIT 35**

2220'

2877'

Distance between Painted Noses

Distance between Painted Noses

Note:  
 Modifications to the Sports Dr S and 33rd St S intersections may be necessary to comply with NDDOT guidelines on access spacing.  
 Ideal crossing angle for Diverging Diamond is 40 degrees.  
 12-ft lanes utilized in DDI for truck turn considerations per NCHRP 959.

Alternative 3 - Diverging Diomond Interchange  
 Separate Sister Bridge