



Frequently Asked Questions

When will a new I-94 & 20th St Interchange be built?

There are currently no plans to reconstruct the I-94 & 20th St Interchange. This study is a feasibility study to determine whether it's viable to reconstruct the interchange from a half interchange to a full interchange. If deemed necessary to reconstruct the interchange, a process of securing funding, environmental review, design, federal review, various approvals, and other steps will be necessary before construction could occur. This process would take at least 5-7 years.

How would a new interchange be paid? Will I be assessed, or will property taxes increase?

Since interchanges are part of the Interstate highway system, they are paid primarily with federal and state funds. However, some city of Moorhead funds would likely be needed for improvements on city roadways such as 20th Street. Improvements to city roadways can be paid using various funding mechanisms. Since this is a feasibility study, it's too early to know what the funding breakdowns might be.

How many interchange alternatives were analyzed?

The study team began with high-level analysis of 15 interchange types and scored them based on three criteria: operational efficiency, safety, and cost. The 15 interchanges were then narrowed to five interchange alternatives. Further analysis, along with input from the study review committee helped refine the five alternatives to the final two for consideration.

Why were the Partial Cloverleaf (Parclo) and Single Quadrant interchange the top two alternatives?

The main reasons the Parclo and Single Quadrant interchanges became the top two were:

- Railroad crossings - The railroad track located immediately east of 20th Street prevents interchange ramps from being added on the east side of 20th Street. By policy, interchange ramps are not allowed to cross railroad tracks.
- Cost – Some initial alternatives proposed elevating 20th Street and the interchange to allow for ramps to be built over the railroad tracks. However, such alternatives became cost prohibitive due to the number of bridges, retaining walls, and earthwork. The Parclo and Single Quadrant Interchange alternatives were identified as the most cost-effective concepts to achieve the goals of the project.

How will the closure of Anheuser-Busch affect a future interchange at this location?

The short answer is that it's hard to know at this time if the closure of Anheuser-Busch will affect the future of the 20th Street Interchange. While there is some speculation that the Anheuser-Busch property could be sold and future development could eventually occur, area Planners will keep abreast of any changes to this area in order to properly plan for potential growth. MnDOT's ongoing I-94 study from the Red River to Hwy 336 (Exit 6) will look into the potential impacts of growth in this area as well as other recent development announcements along I-94 in Moorhead.