

BRIDGE REPLACEMENT

Project No.

City of Fargo Project No. QR-25-B0

12th Avenue North Fargo, ND & 15th Avenue North
Moorhead, MN

Prepared by

City of Fargo

<https://fargond.gov/>

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June 2026

Red River Bridge Replacement – 12th Avenue Fargo/15th Avenue Moorhead

12th Avenue North Fargo, ND & 15th Avenue North Moorhead, MN

CERTIFICATION

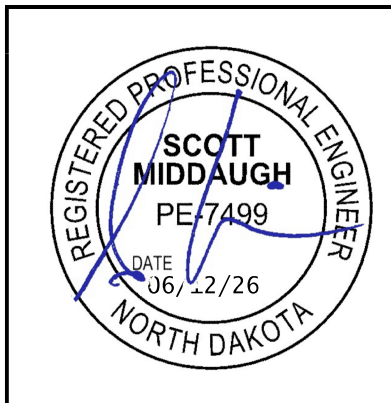


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Supporting Documents

Public Involvement Report, November 2025
Aquatic Resources Delineation Report, July 2025
Noise Report, March 2026
Traffic Operations Report, September 2025
Cultural Resources Reports:
 MN Phase I Archeological report, April 2026
 MN Phase I Architectural History report, March 2026
 MN DOT CRU Findings, May 2026
 ND Class III report: January 2026; Addendum March 2026
Decision Document, January 2026
Geotechnical Evaluation Report, May 2026
Hydraulic Report and Scour Analysis, May 2026

A. Project Description

Roadway: 12th Avenue North Fargo, ND & 15th Avenue North Moorhead, MN

Limits: West of the Elm Street/12th Avenue N intersection to east of Bridgeview Street/15th Avenue North intersection



Figure 1 – Project Location Map

Table 1 – Traffic Data

	Year	Totals
Current	2025	9,661
Forecast	2050	10,180

B. Project Schedule

Project: City of Fargo Project No. QR-25-B0
Bid Ready: 1/1/2027

C. Purpose of Project

The purpose of the proposed project is to provide a two-state river crossing of the Red River of the North at 12th Avenue North/15th Avenue North that maintains a continuous, year-round connection, meeting current design standards and the identified transportation goals of the Cities of Fargo & Moorhead. The project will raise the bridge above the post Fargo-Moorhead Area Diversion (FM Diversion) Project 100-year floodplain. The bridge serves as a critical two-state river crossing connecting North Dakota and Minnesota within the Fargo-Moorhead metropolitan area. The bridge was originally opened to traffic in 1988 as a privately operated toll bridge and is currently jointly owned by the cities of Fargo and Moorhead.

D. Need for Project

The need for the project is driven by operational deficiencies of the bridge in times of high-water events in which the river crossing needs to be closed. Currently, the bridge is operationally impacted during less than 10-year flood events on the Red River. Deficiencies within the project limits also include pavement condition and pedestrian facilities that do not comply with current ADA standards. While not a primary need for the project, opportunities exist to improve bicycle facilities across the bridge and also at the intersection of Elm Street North/12th Avenue North if roadway reconstruction occurs.

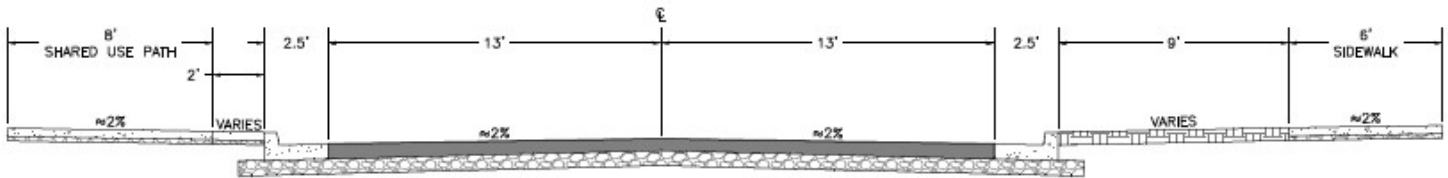
Existing Conditions:

The proposed project area is located along 12th Avenue North in Fargo, North Dakota, and 15th Avenue North in Moorhead, Minnesota, along the Red River. Residential developments, parking lots, transportation, pedestrian facilities, and recreation are the primary land uses within and directly adjacent to the project area. Recreational facilities nearby include Jack Williams Stadium and Mickelson Park and Softball Fields, Mickelson-Tricorn Bike Path, Trefoil Park, and Original Homestead Park.

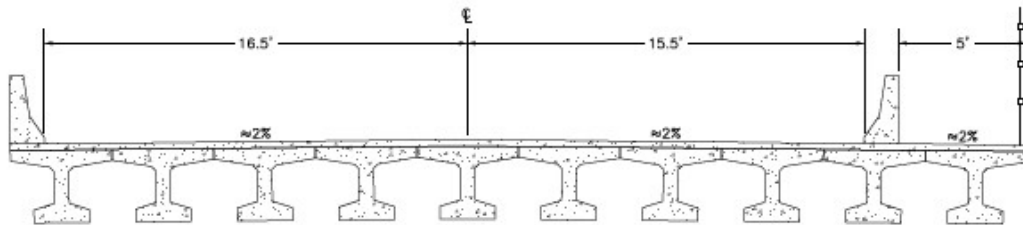
The existing structure, National Bridge Inventory Structure No. FRGO31 (MN Bridge 14523), is an approximately 500-foot-long prestressed concrete bulb tee bridge that was built in 1987-1988. It is 40 feet wide and consists of two driving lanes, concrete curbs/barriers, metal railings, guardrail, a pedestrian sidewalk less than 5-feet clear width, lighting, and a chain link safety fence. The Mickelson-Tricorn shared-use path is present underneath the bridge running parallel to the west bank of the Red River.

12th Avenue North in Fargo is a two-lane, urban collector with asphalt surfacing 12-foot driving lanes, pavement marking, curb and gutter, and a 100-foot westbound right turn lane at the Elm Street intersection. Utilities present in the area include sanitary sewer, watermain, and storm sewer. A shared-use path (as designated by the Metro COG Bike Map) is present along the north side of the roadway and a sidewalk is located on the south side of the roadway. A dedicated on-street bike lane is located west of Elm Street North. The intersection of 12th Avenue North with Elm Street North has existing all-way stop control, and pedestrian crossings on all legs.

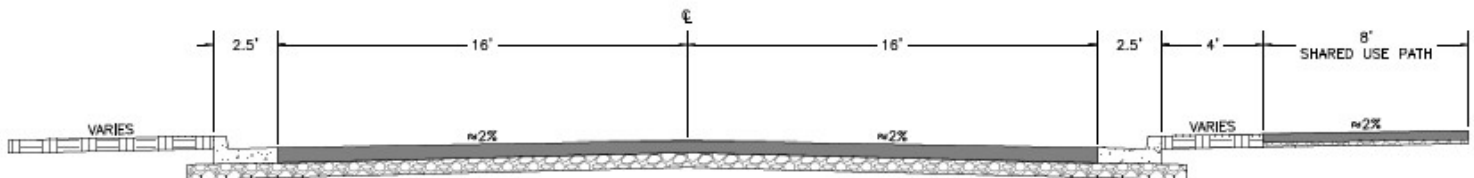
15th Avenue North in Moorhead is a two-lane, urban collector roadway, with asphalt surfacing and a width of 37 feet, pavement marking, curb and gutter, and storm sewer. A physically separated shared-use path (as designated by the Metro COG Bike Map) is present on the south side of the roadway. On-street bicycle facilities are not present.



EXISTING TYPICAL SECTION - 12TH AVE N
ELM ST N TO BEGIN BRIDGE
N.T.S.



EXISTING TYPICAL SECTION - 12TH AVE N/15TH AVE N
BRIDGE NO. FRG031/14523
N.T.S.



EXISTING TYPICAL SECTION - 15TH AVE N
END BRIDGE TO BOAT LANDING
N.T.S.

Figure 2 - Existing Typical Sections (Looking East)

Deficiencies:

Within the Fargo-Moorhead metropolitan area, there are only seven Red River crossings for vehicles. The 12th Avenue North bridge is currently in satisfactory structural condition. However, the existing bridge elevation is within the 100-year FEMA floodplain and has been closed seven times for a duration of up to 6 weeks each time during the last 16 years. Closures of the bridge due to flooding have occurred in both the spring and summer months. When the bridge closes, up to 10,000 vehicles per day must be detoured through downtown Fargo and Moorhead to either the 1st Avenue North, NP Avenue, or Main Avenue crossings, an approximate 3-mile detour, adding approximately 10-15 minutes to one-way travel times. This detour must also be utilized by the first responders and emergency service vehicles of the Red River Regional Dispatch Center, a joint venture of first responders that serve both Fargo and Moorhead. This detour greatly reduces the efficiency and effectiveness of the shared first responder network, including ambulance service.

The 2024 City of Fargo Transportation Plan identified the replacement of the 12th Avenue North bridge as a Street Priority Project. The primary goal as stated in the Plan would be to raise the bridge out of the future 100-year floodplain when the FM Diversion Project is completed. Additionally, the City of Fargo Go2030 Comprehensive Plan identified transportation linkage initiatives across the Red River and the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has included the project in its Fargo-Moorhead Metropolitan Transportation Plan¹. Because of the Metro's growing size, the Metro COG is now classified as a Transportation Management Area (TMA). With that designation, the Metro COG has developed a Congestion Management Process that is included in the Metropolitan Transportation Plan. The Congestion Management Process indicates a support for improving safety and system management in corridors with reliability issues and encouraging transportation projects that provide improved multi-modal access. The improvements associated with this project will align with the Travel Reliability, Peak Period Delay, and Network Connectivity objectives outlined in the Congestion Management Process.

The Pavement Condition Index (PCI) score within the 12th Avenue North and Elm Street intersection is 35 out of 100, or "Very Poor". The PCI score for 12th Avenue North between Elm Street and the existing bridge is 61 out of 100, or "Fair". Cracking and rutting can be seen throughout this area. Across the existing structure is a less than 5-foot clear sidewalk. The sidewalk is located along the south side of the existing bridge. The existing sidewalk is narrow compared to the surrounding 8-foot-wide shared-use paths and does not allow pedestrians and bicyclists to pass on the bridge without conflict.

Per Public Right of Way Accessibility Guidelines (PROWAG), where the clear width of a pedestrian access route is less than 60 inches, passing spaces shall be provided at intervals of 200 feet. The bridge does not meet current PROWAG requirements for sidewalk connections. Additionally, the 12th Avenue North/15th Avenue North bridge was identified as a bike network public priority project in the Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan (October 2022) and as a 'vision project' in the 2050 Fargo-Moorhead Metropolitan Transportation Plan.

¹ Fargo-Moorhead Metropolitan Council of Governments (Metro COG) 2050 Metropolitan Transportation Plan. April 2025. Hyperlink: [Metro2050_no_Appendix_r_202504.pdf](#). Accessed October 2025.

A traffic operations report was completed for the project. The report indicated the current roadway geometry does not provide the capacity needed to meet the existing traffic demands, specifically at the intersection of 12th Avenue North and Elm Street North. The average daily traffic (ADT) volumes along the corridor are projected to increase from 9,661 to 10,180 vehicles per day by 2045. Under current conditions, the corridor operates at acceptable levels during the morning peak hour; however, there are deficiencies that appear in the operations during the evening peak hour at the intersection of 12th Avenue North and Elm Street North. These operational deficiencies are expected to worsen as the traffic within the corridor continues to grow and the capacity of the present intersection is inadequate to accommodate projected traffic volumes. While not a primary need for the project, if bridge improvements occur, there is an opportunity to improve the intersection of 12th Avenue North and Elm Street North concurrently with bridge improvements.

E. Scope of Work

2026 Documented CATEX: \$ 25.4 million (funding source not yet identified)

Please refer to **Appendix I**.

F. Description of Alternatives

a. Alternative A: No Build

Alternative A, the No Build Alternative, would leave existing conditions as-is, with the continuation of current maintenance practices. Under this alternative, the structure would not be replaced. Alternative A would not meet the purpose and need of the project.

b. Alternative B: Build Alternative

The Build Alternative would consist of the removal and replacement of the bridge on a new alignment that would be approximately 100 feet north of the existing alignment. The new bridge would be approximately 625 to 630 feet long and would consist of two 12-foot-wide driving lanes, 4-foot-wide shoulders, and a 12-foot-wide shared-use path on the south side of the bridge. Measured at the center of the bridge, the new bridge would be built approximately 18 feet higher in elevation compared to the existing bridge. The increase in elevation is required to maintain the proposed bridge low member elevation 1 foot above the post FM Diversion operation 100-year water surface elevation. The increase in structure elevation would increase resiliency by reducing impacts of flooding by raising the structure out of the 100-year floodplain. A temporary causeway would be required during construction to accommodate pier construction. The proposed structure would meet the requirements outlined in North Dakota Administrative Code Article 89-14 *Public Highway Stream Crossings*.

The horizontal and vertical geometry of 12th Avenue N/15th Avenue N will be designed to meet current City of Fargo, City of Moorhead, NDDOT and Minnesota Municipal State Aid standards. West of the Red River, 12th Avenue N will generally maintain its current existing alignment to minimize impacts on the adjacent recreational properties immediately north and south of the roadway. East of the Red River, the 15th Avenue N alignment will be shifted north within a lot owned by the City of Moorhead. The profile adjustment is anticipated to begin approximately 150 feet east of the 12th Avenue N and

Elm Street intersection and continue east for approximately 1,400 feet to tie into high ground in Moorhead just east of Bridgeview Street. Due to the height of fill required to raise the roadway east of the Red River, settlement mitigation will be incorporated into the design. The existing roadway and adjacent shared use path along 15th Avenue North and Bridgeview Street will be obliterated and re-seeded.

The Build Alternative would include reconstructing the roadways, sidewalks, and paths, grading, and construction of retaining walls near the Jack Williams Stadium and Fargo Park District parking lots. Existing sidewalks and paths would be widened and/or realigned in some areas to meet Americans with Disability Act (ADA) standards and Public Right-of-Way Accessibility Guidelines (PROWAG). The driving lane widths will vary from 11 feet in Fargo and Moorhead outside of the bridge limits and 12 feet across the bridge. A shared-use path will be constructed along the south side of the roadway connecting the existing shared-use path network at Elm Street to the existing path system in Moorhead. The path would vary in width from 10 feet in Fargo and Moorhead outside of the bridge limits to 12 feet across the bridge. Within the City of Fargo, the existing shared-use path along the north side of the roadway will be reconstructed from Elm Street to the existing shared use path that runs north/south along the Red River. A portion of the Red River shared-use path will also be reconstructed under the bridge on the west side of the river.

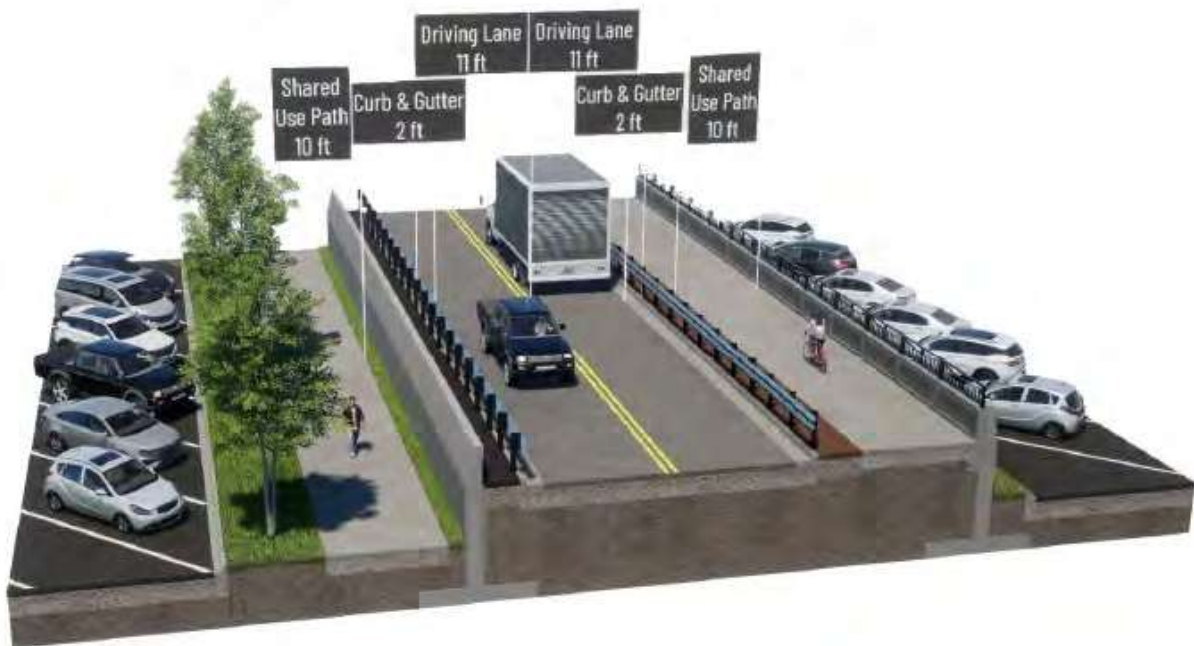


Figure 3a – Alternative B Proposed Typical Section – City of Fargo 12th Avenue North (Looking East)

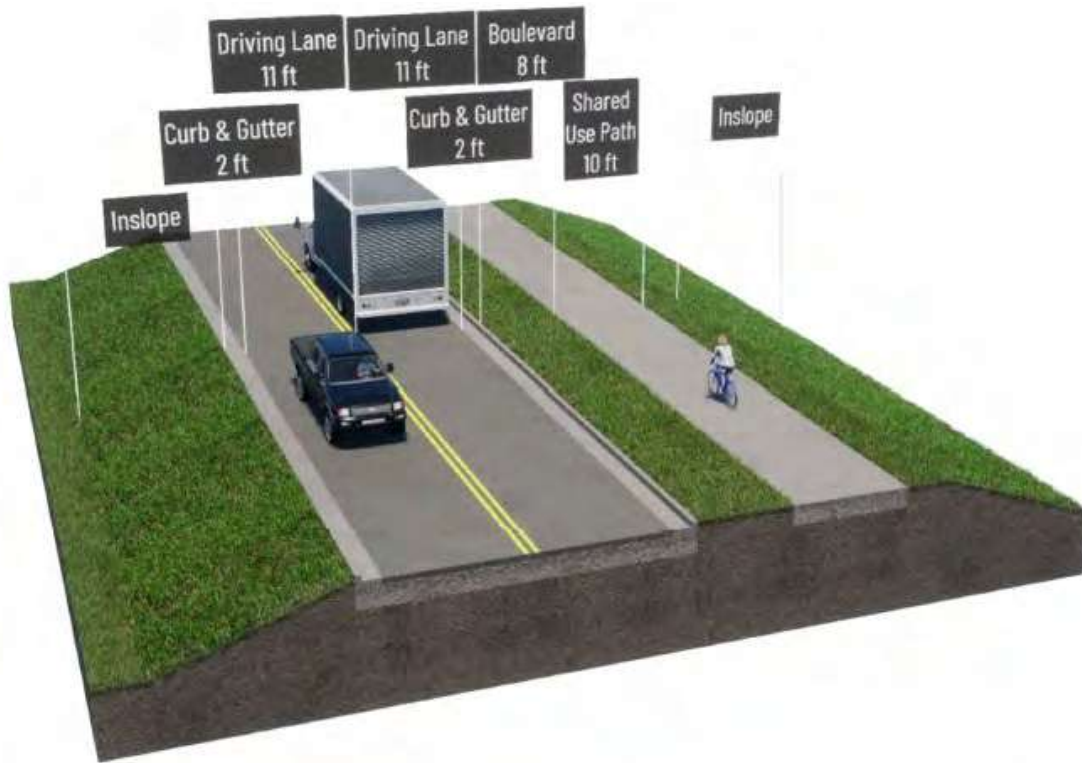


Figure 3b – Alternative B Proposed Typical Section – City of Moorhead 15th Avenue North (Looking East)

At the Elm Street/12th Avenue North intersection, a mini roundabout is proposed. Compared to a traditional single lane roundabout, a mini roundabout footprint is significantly decreased as the geometry is developed to align with the turning movement needs of passenger vehicles. Significant volumes of large vehicles are not anticipated within the intersection as 12th Avenue N is currently designated as a no truck route within the City of Fargo. The proposed roundabout would consist of an approximate 70 to 75-foot inscribed circle diameter with an 11 to 12-foot-wide driving surface and approximate 50-foot-wide center island. Compared to the existing 4-way stop intersection, the roundabout would provide a capacity benefit and added safety benefits of reducing conflict points and reducing the severity of crashes due to low entry and circulatory speeds. See **Appendix J**.

The Jack Williams Stadium parking lot entrance would be relocated from 12th Ave North to Elm Street North to avoid future traffic operation impacts. Parking reconfiguration to parking lots both north and south of 12th Avenue North would be required. The total number of combined parking spaces between the two lots would be maintained or increased. The addition of an ADA-compliant route from the shared use path to the main entrance of the Stadium is also included.

c. Alternatives and Options Considered but Discarded

An alternative that raised the bridge above the 100-year water surface elevation along the existing alignment was also considered. However, after further consideration it was

eliminated due to additional right of way needed, traffic impacts, potential for noise impacts, and potential costs of additional retaining walls needed to minimize right of way impacts.

Several intersection control configuration options were considered during design, including keeping the existing all-way stop, a two-way stop control, a mini roundabout, and a signalized intersection. The existing all-way stop traffic conditions are expected to continue to deteriorate, resulting in a reduced Level of Service in the future. The two-way stop control evaluation showed worse operations than the existing all-way stop. The mini roundabout option was chosen because it results in fewer delays, less right-of-way impacts, less cost than the signalized intersection option, and maintains a better and more consistent Level of Service.

Further information regarding these alternatives and options can be found in the *Final Decision Document, QR-25-B0, 12th Ave N/15th Ave N Bridge Replacement* (Houston, 2026).

d. Optional Work Items

There are no optional work items for this project.

e. Work Zone Safety and Mobility Traffic Control

This project is considered a “significant project.” A traffic control work plan will be prepared for the project. Construction is expected to occur over two construction seasons. It is anticipated one lane of traffic will be maintained in each direction on the existing roadway bridge for as long as possible before closing the roadway. Access to the Jack Williams Stadium will be maintained during construction; however, parking availability may be limited. A detour is planned for periods where the existing bridge will require full closure. The detour is anticipated to route traffic west on 12th Avenue North to University Drive/10th Street (southbound traffic on South University, northbound traffic on 10th Street) south to 1st Avenue North, then proceed east, crossing the river and turning north on 11th Street North in Moorhead, reconnecting with 15th Avenue North, east of the project. The detour would be approximately four miles long. Additional travel time along the detour route is anticipated to be 15 minutes. All roadways used along the detour route are classified as major collectors or minor arterials. The detour route was planned so traffic remains on the same roadway functional classifications (major collector) or better and a similar level of service maintained.

f. Maintenance Responsibility Discussion

The City of Fargo (North Dakota side) and City of Moorhead (Minnesota side) would continue to be responsible for future maintenance of the new bridge and roadways.

g. Summary of Engineering Issues

- Public and private utilities are located within the corridor. Utility providers identified in and adjacent to the project area consist of Midcontinent Communications, Xcel Gas, Xcel Power, Lumen/Century Link, Dakota Carrier Network, American Crystal Sugar (water line), 702 Communications, and Sparklight. Coordination with private utilities

will occur to address utility conflicts, plan for necessary relocations and adjustments, and integrate replacement work into the schedule. Required utility adjustments are anticipated and will be further refined as design progresses.

- Most of the project area is located within a floodplain or floodway Zone AE. A hydraulic analysis and no-rise determination was prepared. Please see the supporting document titled *Hydraulic Report and Scour Analysis* (Houston, 2026) for more information.
- The Fargo Marathon occurs annually in late May. The route occurs along Oak Street North, just one block west of the project. Coordination with the Race Director would be necessary prior to the event, as parts of 12th Avenue North near the project, as well as parts of the planned detour route, are closed during the event.
- Baseball games at Jack Williams stadium occur during the summer season when American Legion Post 2 hosts games. Several annual tournaments are also held at the stadium. According to 2025 schedules, games and/or tournaments were held from June 5 to August 2. Coordination with the Fargo Park District is recommended prior to construction start to identify events and reduce impacts.
- Construction near the Red River presents several unique challenges due to poor soil conditions. Due to the height of fill required to raise the roadway east of the Red River, long-term settlement of the roadway is a concern. Settlement mitigation solutions are incorporated into the project. Settlement mitigation is discussed further in the supporting document titled *Geotechnical Evaluation Report* (Bruan Intertec, 2026).

h. Summary of Environmental Issues

Environmental issues identified for the project after completion of the Solicitation of Views process and environmental impact checklist are as follows:

- **Floodplain/Floodway**
The project is in Special Flood Hazard Areas designated as Floodplain Zone AE and Floodway Zone AE. Non-building floodplain permits will be required from the City of Fargo and the City of Moorhead (local floodplain administrators). A floodway review and authorization will be required from the North Dakota Department of Water Resources. See **Appendix H**.
- **Aquatic Resources**
A field aquatic resources delineation was completed for the project in June 2025, and one wetland was identified in the MN side of the project and one other water (the Red River of the North) were delineated. No wetlands were identified within the ND side of the project. Unavoidable temporary and permanent impacts to the aquatic resources include 0.059 acres of permanent impacts to wetlands, 0.012 acres of permanent impacts to other waters, and 0.717 acres of temporary impacts (0.027 acres of wetland and 0.690 acres of other waters). A temporary causeway would be incorporated during pier construction. Impacts will require Clean Water Act Section 404 & Rivers and Harbors Act Section 10 permits from the USACE Omaha and St Paul District, Minnesota Wetland Conservation Act permit, and Minnesota Department of Natural

Resources (MnDNR) Public Waters Work Permit. A Wetland Conservation Act Decision for impacts and mitigation would be obtained from the Wetland Conservation Act (WCA) Local Government Unit (LGU) for the wetland impacts, which are anticipated to be mitigated through the MN Board of Water and Soil Resources' Local Government Wetland Replacement Program (LGWRP). US Coast Guard indicated the project would not require a bridge permit, but requested as-built drawings and photographs be submitted and their office contacted at least 30 days prior to construction. See **Appendix E**.

- Fish and Aquatic Organisms

The project would maintain existing stream beds to facilitate movements of fish and aquatic organisms. MnDNR Public Waters Work Permit commitments require an unobstructed opening be maintained in the river throughout construction and demolition activities to maintain fish/aquatic organism movement and normal river flow. No stream diversion/bypass would occur. To minimize impacts on fisheries, work would not occur within the Red River from March 15 to June 15, per MnDNR. To minimize the risk of introducing aquatic nuisance species (ANS), the contractor would be required to adhere to the NDGFD ANS rules and Minnesota invasive species statutes and regulations at Chapter 84D – Invasive Species and Minnesota Rule 6216 – Invasive Species.

- Threatened and Endangered Species

Federally-listed Species: The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool identified the monarch butterfly (proposed threatened), Suckley's cuckoo bumble bee (proposed endangered), and western regal fritillary (proposed threatened) as potentially occurring within the project area. Ground and vegetation disturbing activities are not expected to appreciably diminish the quality or extent of available suitable habitat within the project's Action Area. The proposed action is not anticipated to jeopardize the continued existence of the proposed-listed species. See **Appendix C**.

State-listed Species: The MnDNR maintains a list of state-listed endangered species. A MnDNR State Endangered Species Review was completed through a Natural Heritage Review, where the black sandshell (species of special concern) and lake sturgeon (species of special concern) were identified as occurring in the Red River in the vicinity of the project. Both species are vulnerable to deterioration of water quality. Erosion prevention and sediment control, and containment measures for other debris and pollutants, will be implemented to ensure minimal effects to water quality. Additionally, as bat species can be found throughout Minnesota, the MnDNR recommends tree removals be avoided from June 1 through August 15² to avoid the pup rearing season. Per coordination with the MnDNR, a commitment will be added that if the project has not been initiated within one year of the Natural Heritage review, an updated review must be submitted.

North Dakota does not have a state endangered or threatened species list.

² NDGFD indicated no in-river work should be completed between April 15-June 1 and fall within the timeframes specified by MnDNR.

- Migratory birds
There is potential that migratory bird nests could occur in areas associated with the bridge. NDDOT Standard Special Provision 2 Federal Migratory Bird Treaty Act would be included in the project plans.
- Vegetation
 - Tree impacts – Approximately 0.73 acres of trees are anticipated to be removed, including 0.32 acres in Fargo and 0.41 in Moorhead. Trees with a diameter of 4” and larger will be replaced at a 2:1 ratio per the City of Fargo tree replacement policy. The City of Moorhead does not have a tree mitigation policy; therefore, the City of Fargo policy will be used for tree mitigation on both sides of the river. All tree removals will be marked and measured prior to removal. Per MnDNR, trees in Moorhead will not be removed from June 1 to August 15 to avoid the pup rearing season of Minnesota bat species.
- Sovereign Lands – The project crosses the Red River of the North, which the State of ND considers to be part of its sovereign waters program. A permit application (Authorization to Construct a Project Within Sovereign Lands of North Dakota) will be required through the North Dakota Department of Water Resources.
- Public Waters – The project crosses the Red River of the North, a public water in the State of Minnesota. A permit application (Public Waters Work Permit) will be required through the MnDNR Permitting and Reporting System (MPARS).
- MS4 – The City of Fargo and the City of Moorhead are designated as a Municipal Separate Storm Sewer Systems (MS4) and are currently authorized under permit numbers NDR04-0000 and MNR040000 to discharge stormwater to the Red River of the North. Stormwater discharges are generated by runoff from land and impervious surface areas, such as paved streets, parking lots, and building rooftops, during rainfall and snow events. Final design will account for stormwater management and include drainage features that will meet City of Fargo and City of Moorhead MS4 regulations.
- Airports – The project is located approximately 2 miles southeast of the Hector International Airport property. The project is not anticipated to include construction or alterations 200 feet above ground level, nor is the proposed work anticipated to exceed the slope ratios listed in Code of Federal Regulations (CFR) Title 14 Part 77.9. A commitment will be added to the project plans requiring the contractor to notify the Federal Aviation Administration through their online system prior to construction.

The project is not located within 5 miles of the Moorhead Municipal Airport and no commitments are needed for the MN side of the project.

- Asbestos – Removal of a bridge requires an inspection by state-certified asbestos inspectors for presence of asbestos-containing materials prior to demolition. In North Dakota, the Notification of Demolition and Renovation form (SFN 17987) must be submitted to the North Dakota Department of Environmental Quality ten days prior to beginning any demolition activity, whether or not asbestos is present. In Minnesota, the Deconstruction, Renovation, or Demolition Notification Form must be submitted to the Minnesota Pollution Control Agency ten days prior to beginning any demolition

activity, whether or not asbestos is present. Demolition waste must be disposed of at a facility permitted to handle hazardous waste.

- Polychlorinated Biphenyls (PCBs) – Coordination with the ND Department of Environmental Quality indicated PCBs may be present if the project requires removal of electrical equipment older than 1980. A commitment will be added to the plans that any material potentially containing PCBs must be handled, stored, and disposed of in accordance with state requirements at a facility permitted to handle hazardous waste.
- Wildlife Accommodations – On both sides of the proposed bridge, there would be a wide surface underneath the bridge consisting of both earthen material and riprap close to the riverbank for wildlife to use. Riprap placed in the river channel would be placed in a manner to allow natural substrates to develop, facilitating fish and aquatic organisms movement. No additional wildlife accommodations are proposed. See **Appendix D**.
- Cultural Resources
Due to the project occurring within two states, consultation under Section 106 is required for both states. In North Dakota, a Class III Cultural Resources Inventory Report was completed in January 2026, and concurrence with a 'No Historic Properties Affected' from the North Dakota State Historic Preservation Office (ND SHPO) was received on March 4, 2026. An addendum report was submitted and concurrence received on April 2, 2026.

In Minnesota, a Phase I Archaeological Investigation Report was completed in April 2026, and concurrence with a 'No Historic Properties Affected' from the Minnesota Department of Transportation Cultural Resources Unit (MnDOT CRU) was obtained on 05/08/2026. A Phase I Architectural History Survey report was completed in March 2026 and concurrence from MnDOT CRU obtained on 05/08/2026.

- Section 4(f)
There are several potential Section 4(f) properties within the project area that would be impacted and were evaluated for Section 4(f).
 - City of Moorhead Open Space Property
 - The City of Moorhead open space property on the north side of 15th Avenue was determined not to be a Section 4(f) property. A Section 4(f) Applicability Determination was completed and the City of Moorhead determined that the property is not a park, does not function as a park, and is mostly unused by the public. FHWA concurred with this determination.
 - City of Moorhead 15th Avenue North and Bridgeview Street Shared Use Path
 - The Shared Use Path along 15th Avenue North and Bridgeview Shared Use Path would be relocated to the north along the new bridge and roadway alignment. The existing path would be reclaimed following construction. Impacts to this resource are anticipated to fall under the exception to the requirements of Section 4(f) under 23 CFR 774.13(f)(3), *trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way*.

- Fargo Mickelson/Tricorn Bike Path
 - The existing Fargo Mickelson/Tricorn Bike Path would be realigned upslope underneath the proposed bridge to cross at a higher elevation, improving the accessibility of the path during high water conditions. The existing path is ADA accessible, and this condition would be maintained with the reconstructed path. Approximately 10 to 15 feet of vertical clearance would be maintained due to the new bridge being built at a higher elevation.
- Jack Williams Stadium Park
 - Jack Williams Stadium impacts would include relocating the parking lot entrance from 12th Ave North to Elm Street North to avoid future traffic operation impacts. Parking reconfiguration to parking lots both north and south of 12th Avenue North would be required. The north parking lot would be expanded in the northeast corner to accommodate parking. Ultimately, parking spaces between the two lots would be the maintained or increased compared to the current configuration. Traffic flow would be altered in both parking lots compared to current traffic operations. The addition of an ADA-compliant route from the shared use path to the main entrance of the stadium is also included, benefiting the Fargo Park District properties by improving accessibility to the stadium from the parking lots and shared use paths.
- Impacts to the Fargo Mickelson/Tricorn Bike Path, Jack Williams Stadium Park, and Trefoil park are anticipated to be considered a temporary occupancy. Impacts to the shared use path at 15th Avenue North and Bridgeview Street are anticipated to fall under the exception identified at 23 CFR 774.13(f)(3) for *trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way*. The Fargo Park District concurred with a temporary occupancy determination on June 9, 2026. Please see **Appendix F** for documentation pertaining to the Section 4(f) evaluation.
- Section 6(f)

In North Dakota, Land and Water Conservation funds are administered by the North Dakota Parks and Recreation Department (NDPRD). According to the NDPRD solicitation of views response letter, a LWCF property named the Fargo Boat/Canoe Access (Site No. 38-01127) is present. The boundaries of this property include the Jack Williams Stadium. The property would be temporarily impacted by the project during construction. However, the project would not result in a permanent conversion of the property to non-recreational use and no permanent right of way would be acquired. It is anticipated the project would have a positive impact on recreation resources in the area. Coordination with NDPRD is located in **Appendix G**.
- Traffic Noise
 - Due to the vertical alteration of the proposed bridge, the project qualifies as a Type 1 project. A Traffic Noise analysis was completed in accordance with 23 CFR Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Results from the noise analysis indicated that no noise mitigation is required.

A list of environmental commitments for the project and required permits is included in **Appendix L**.

- Right of Way – The project would encroach on Fargo Parks District property. A memorandum of agreement would be developed with Fargo Parks for construction and future maintenance occurring within the Parks properties. No permanent or temporary acquisition would be required.

Table 2 - Right of Way Summary

Alternatives	Temporary ROW Needed	Permanent ROW Needed	US Fish & Wildlife Property Interest?	US Forest Service Property Interest?
Alternative A	0 Acres	0 Acres	No	No
Alternative B	0 Acres	0 Acres	No	No

Table 3 – Summary of Estimated Costs

Alternatives	Cost
Alternative A	\$ 0
Alternative B	\$ 25.4 million

G. Comments from the Documented CATEX

Comments from the draft Documented CATEX are included in **Appendix K**.

H. Public Concerns / Need for Public Input

Solicitation of views emails and letters were sent to various local, state, and federal agencies with interests within or adjacent to the project area on May 02, 2025. Solicitation of Views emails and letters and responses can be found in **Appendix A**. Documentation related to the MN State Aid review can be found in **Appendix B**.

Two public input meetings were held in September 2025. One public input meeting was held at the Horace Mann Elementary School in Fargo, North Dakota on September 16, 2025. Approximately 33 members of the public attended the meeting. The second public input meeting was held at St. Francis de Sales Catholic Church in Moorhead, Minnesota on September 18, 2025. Approximately 23 members of the public attended the meeting. Both meetings were held from 5:00 PM to 7:00 PM CT and utilized open house formats with formal presentations beginning at 5:30 PM. Comments and responses provided during the Public Input meetings are summarized in **Table 4, Summary of Comments/Responses**. The Public Involvement Report contains a complete table of comments and responses received.

Table 4 – Summary of Comments/Responses

Topic	Comments	Responses
Funding	Concern on where funding would come from for the construction of the bridge, residents wondering about special assessments	Construction funding has not been identified and it is the intent of the cities to first go after federal grant money to cover the construction portion of the project.
Bike/Ped access	Need for wider, safer bike and pedestrian facilities on and around the bridge.	The project would include updates to the pedestrian shared-use paths on the bridge and allow for better connections to area paths.
Preservation of Jack Williams Stadium	Desire to maintain facility and parking	This is part of our environmental work and the intent is to minimize impacts to the stadium parking lots and mitigate parking if required.
Need for new bridge	Is the construction of a new bridge needed or warranted?	The current bridge is “middle-age” meaning it is not in need of replacement in terms of age. However, the bridge serves as a critical connection for north Fargo/Moorhead, and is necessary for emergency response. When the bridge is closed, it is deeply impactful for emergency responders.
Truck traffic	Will the bridge see increased truck traffic.	The route is not a designated truck route. The intent with the new bridge construction is to not change that designation, so truck traffic is not anticipated to increase.

Table 5 – Comparison of Alternatives

Alternative	Advantages	Disadvantages
Alternative A	• No direct environmental impacts. • No project costs.	• Does not meet the purpose and need for the project, including: • Existing bridge operationally impacted during less than 10-year floods. • Continued deficiencies within the project limits.
Alternative B	• Meets purpose and need for the project, including: • Provides continuous, year-round connection between Fargo and Moorhead, including during up to 100-year floods. • Addresses deficiencies within the project limits.	• Potential erosion and sedimentation. Temporary ground disturbance • Project cost. • 0.059 acres permanent wetland impacts and 0.012 acres of permanent OW impacts • 0.73 acres of tree removals • Section 4(f) & 6(f) impacts

Table 6 – Recommendations

	1. Do you concur with the project concepts as proposed?	2. Which alternative(s) should proceed with the project?
City of Fargo	X	B
City of Moorhead	X	B
FHWA		

I. City Decisions

1. Do you concur with the project concepts as proposed?

 X Yes

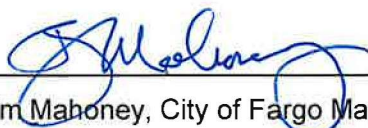
 No

2. Which alternative should proceed with the project?

 Alternative A – No-Build Alternative (\$0)

 X Alternative B – Bridge Replacement on Realignment Alignment (\$ 25.4 million)

Amendments/Comments for Project No. QR-25-B0:



Dr. Tim Mahoney, City of Fargo Mayor

6-10-2026

Date



Shelly Carlson, City of Moorhead Mayor

06.10.2026

Date