

Red River Bridge Replacement 12th Ave N Fargo/15th Ave N Moorhead

Project No.

City of Fargo QR-25-B0

Prepared by

City of Fargo

<https://fargond.gov/>

City Engineer
Tom Knackmuhs, PE

Principal Author: KLJ Engineering/Houston Engineering
Environmental Reviewer: Kristen Sperry - FHWA
November 2025

TABLE OF CONTENTS

Description	Page
Table of Contents	i
List of Tables	ii
List of Figures	ii
I. Public Meeting Summary	1
A. Project Information	1
B. Meeting Details	2
C. Attendees	3
D. Comments Received	3
E. Public Concerns	7

Appendices

Appendix A	Notifications
Appendix B	Handouts
Appendix C	Exhibits Presented
Appendix D	Presentation Slides
Appendix E	Roster
Appendix F	Survey Results and Comments Received
Appendix G	Transcript/Video Script

LIST OF TABLES

Table 1: Summary of Comments/Responses 4

LIST OF FIGURES

Figure 1: Project Location Map 1
Figure 2: Social Media Posts 3

I. Public Meeting Summary

A. Project Information

A proposed bridge replacement crossing the Red River of the North connecting 12th Avenue North in Fargo and 15th Avenue North in Moorhead. The bridge serves as a critical two-state river crossing connecting North Dakota and Minnesota within the Fargo-Moorhead area.

The existing bridge elevation is within the 100-year FEMA floodplain and has been closed seven times for a duration up to 6 weeks each time in the last 16 years. When the bridge is closed, up to 10,000 vehicles per day must be detoured through downtown Fargo and Moorhead to either the 1st Avenue North, Northern Pacific Avenue, or the Main Avenue bridge, an approximate 3-mile detour. 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.

Figure 1 – Project Location Map



B. Meeting Details

Two public meetings were held, one in Fargo and one in Moorhead.

Meeting #1

City, State: Fargo, ND
Facility: Horace Mann Elementary School
Date and Time: September 16, 2025 from 5-7 pm
Meeting Format Used: Open House meeting, with formal presentation at 5:30 pm.

Meeting #2

City, State: Moorhead, MN
Facility: St. Francis de Sales Catholic Church
Date and Time: September 18, 2025 from 5-7 pm
Meeting Format Used: Open House meeting, with formal presentation at 5:30 pm.

The public input meetings were held to inform about the project, gain feedback about elements of the project such as bridge alignment concepts, and address any concerns/answer questions about the project.

For those unable to attend in-person meetings, a project website was developed to inform about the project and collect input via an online survey and interactive comment map. All public meeting materials, including the presentation, were available on the project website.

Website: <https://fargo-nd.civilspace.io/en/projects/red-river-bridge-replacement-12th-ave-n-fargo-15th-ave-n-moorhead>

The project website and survey/interactive map was launched on Aug 25 and was open until October 3 for comments. All public meeting material including handout, alternative layouts, and presentations were posted to the website on the day of the first meeting, September 16.

Meetings were promoted with a newspaper advertisement, press release and social media. The newspaper ad appeared in the Fargo Forum on August 27 and in the FM Extra on August 28. Affidavits of publication are included in Appendix A.

The cities of Fargo and Moorhead issued press releases on September 11 and September 15 respectively. The press release is included in Appendix A.

The cities of Fargo and Moorhead posted information about the meetings and online input opportunities onto their Facebook social media channel. Social media post #1 was used prior to the meetings. Social media #2 was used following the meetings.

Figure 2- Social media posts



Social media post #1.



Social media post #2.

C. Attendees

Number of Attendees:

Approximately 33 members of the public attended the meeting at Horace Mann Elementary School in Fargo. Representatives from Houston Engineering, KLJ Engineering, City of Fargo, City of Moorhead, and Fargo-Moorhead MetroCOG were in attendance.

Approximately, 23 people members of the public attend the meeting at St. Francis de Sales Catholic Church in Moorhead. Representatives from Houston Engineering, KLJ Engineering, City of Fargo, City of Moorhead, and Fargo-Moorhead MetroCOG were in attendance.

D. Comments Received

During the in-person meetings, three (3) written comments were received. One additional comment card was mailed following the meeting.

Two (2) comments were emailed to the project team at 12thAveBridge@kljeng.com

On the project website, 221 surveys were completed and 29 comments were collected on the interactive map.

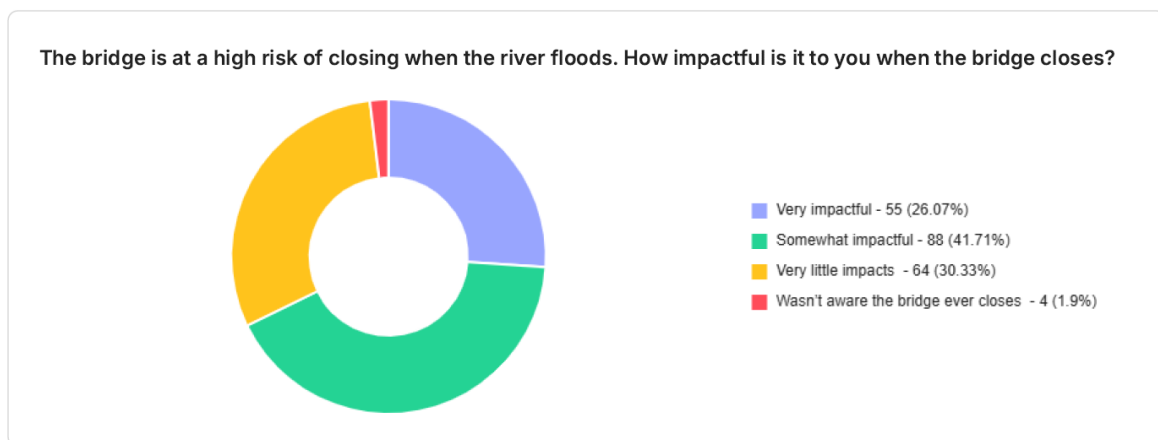
A summary of comments heard/collected during the public meetings and collected online are summarized below. All comments can be found in Appendix F.

Table 1 – 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.

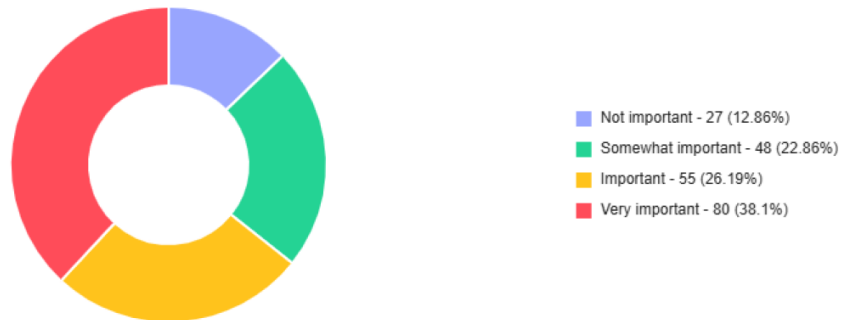
Responses to key survey questions provided additional insights into public perceptions about the project. Key questions and answers are below. All survey questions and responses can be found in Appendix F.

- 68% of survey respondents indicated they are somewhat to very impacted when the bridge closes.



- 87% of respondents said that maintaining pedestrian facilities across and below the new bridge are very important to somewhat important.

Please select the importance of maintaining and/or improving pedestrian facilities across and below the new bridge.

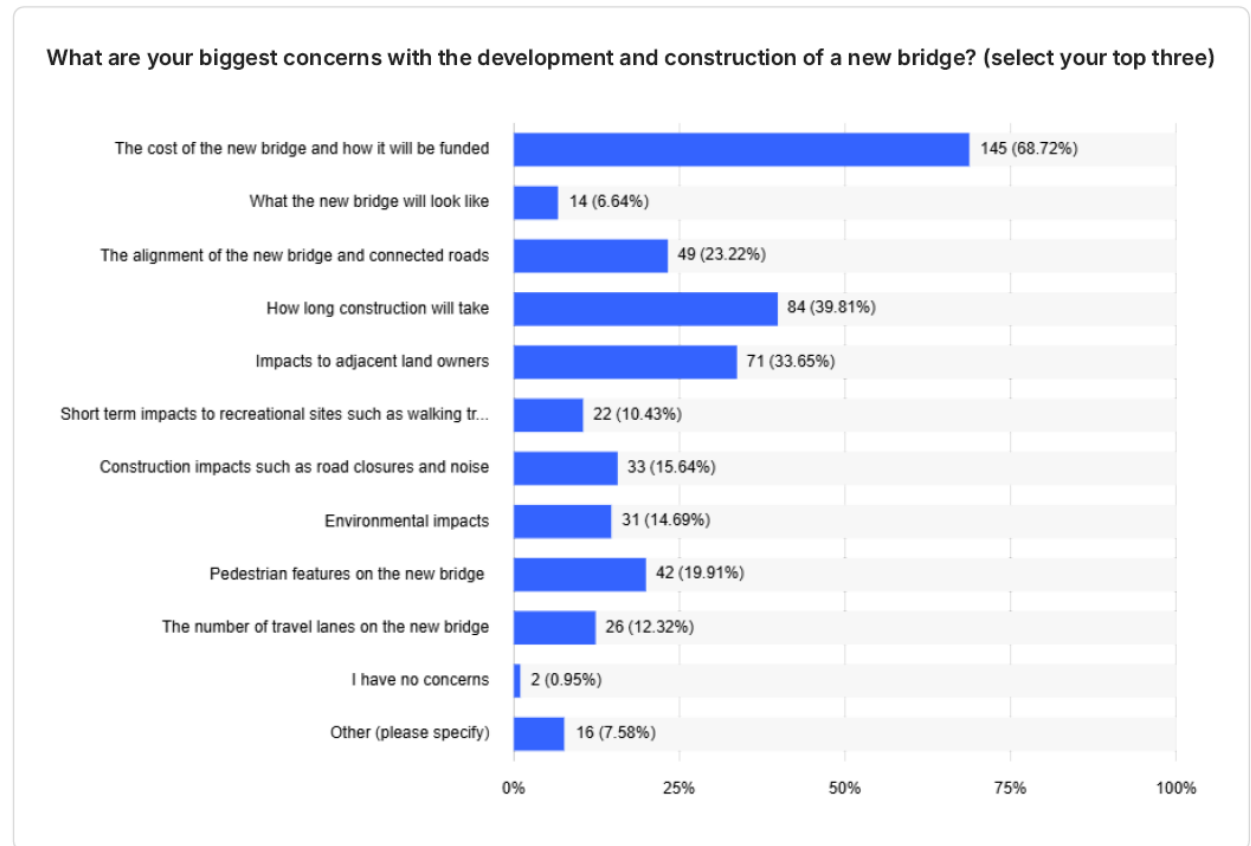


- 61% of respondents said they support the construction of a new bridge.

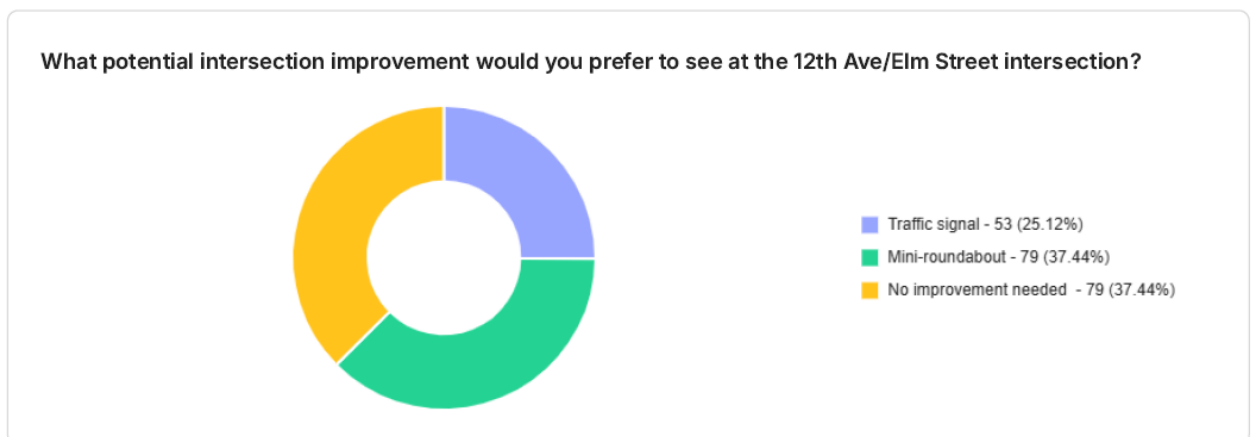
Do you support the construction of a new bridge that will be raised higher to reduce the potential for closure due to flooding?



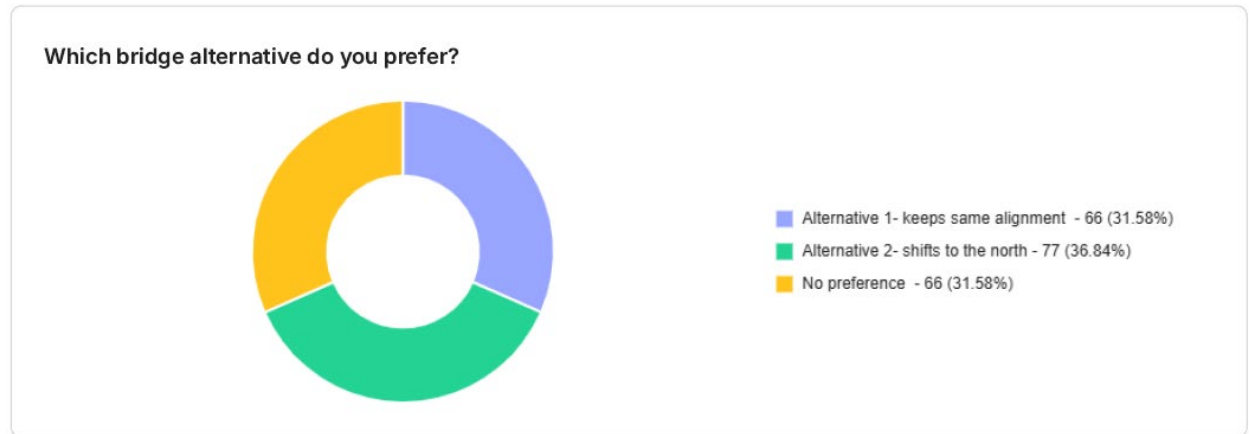
- The biggest concern among survey respondents was the cost of the new bridge and how it will be funded.



- 62.5% of respondents indicated an improvement is needed at the intersection of 12th Ave/Elm Street in Fargo with 37.5% preference for a mini-roundabout, and a 25% preference for a traffic signal. 37.4% said no improvement is needed.



- Two bridge alignments options were presented, and survey respondents had a slight favoring to bridge alternative 2 (37%), which shifts the alignment to the north.



E. Public Concerns

The top areas of concern for people are summarized below:

- Funding for construction of the bridge. Residents did not want to see another special assessment for the project and were concerned how the cities would fund the project if there wasn't federal grant funding for the project.
- Necessity of the project. Not everyone feels a new bridge is necessary here.
- Preservation of Jack Williams Stadium. Many people wanted to ensure that the stadium would not be impacted by the construction of a new bridge.

APPENDICES

Appendix A

Notifications



Forum Communications Company

ND Affidavit No. LmA37NX8dtrA3ExDMpNg

AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, ss:

Ankit Sachdeva, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the The Forum of Fargo-Moorhead (ND), a newspaper printed and published in the City of Fargo, County of Cass, State of North Dakota.

1. I am the designated agent of The The Forum of Fargo-Moorhead (ND), under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspaper listed on the attached exhibit.

2. The newspaper listed on the exhibit published the advertisement of: **ND General Public Notice Notice; (1) time: Wednesday, August 27, 2025**, as required by law or ordinance.

3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

Ankit Sachdeva

(Signed)

VERIFICATION

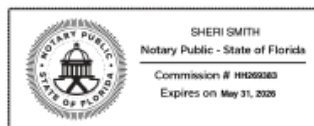
State of Florida
County of Broward

Subscribed in my presence and sworn to before me on this: **08/28/2025**

S. Smith

Notary Public

Notarized remotely online using communication technology via Proof.



PUBLIC INPUT MEETING

The City of Fargo in cooperation with the City of Moorhead is hosting two public input meetings to discuss a proposed project to replace the Red River Bridge connecting 12th Avenue N in Fargo and 15th Avenue N in Moorhead.

Meeting #1
September 16 from 5 to 7 p.m.
Horace Mann Elementary School
1025 3rd Street N
Fargo, ND

Meeting #2
September 18 from 5 to 7 p.m.
St. Francis de Sales Catholic Church
601 15th Ave N
Moorhead, MN

Each meeting will be an open house format with a formal presentation at 5:30 p.m.

The project consists of a proposed bridge replacement to alleviate road and bridge closures due to flooding and improve connectivity between Fargo and Moorhead.

Representatives from the City of Fargo, the City of Moorhead, and Houston Engineering will be on hand to answer questions and discuss concerns.

Project information and meeting materials will be available on the project website at www.fargo-moorhead.com.

If unable to attend the meeting, written comments must be postmarked or emailed by October 3 with Public Input in the letter heading or e-mail subject. Send all comments to Jeremy McLaughlin, Houston Engineering, 1401 21st Ave. N, Fargo, ND 58102 or 12thAveBridge@kjeng.com.

The City of Fargo will consider every request for reasonable accommodation to provide an accessible meeting facility or other accommodation for people with disabilities. Language interpretation and translation services will be available upon request for this meeting.

To request accessible information or services, please call the Mayor's office at 701-241-1310. You may also contact our ADA Coordinator by calling Fargo Buildings and Grounds Director of Facilities Management, Bekki Majerus at 701-298-6966 or email bmajerus@fargo.nd.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.
(Aug. 27, 2025)

PUBLIC NOTICES

**STATE OF MINNESOTA
COUNTY OF CLAY
DISTRICT COURT
SEVENTH JUDICIAL DISTRICT
Case Type: Contract/Foreclosure
by Action/Claim and Delivery
Court File No. 14-CV-25-1221
Judges: Hon. Leah J. duCharme
Premium Merchant Funding 26,
LLC, Plaintiff,
v.
M.I.G. Properties - Bridgeview,
LLC, Kenneth A. Martin,
Defendants.**

**NOTICE OF SHERIFF'S SALE
UNDER JUDGMENT AND
DECREE**

NOTICE IS HEREBY GIVEN, that under and by virtue of the Findings of Fact, Conclusions of Law, and Order for Judgment (the "Judgment and Decree") entered in the above-entitled action on the 24th day of June, 2025, a certified copy of which has been delivered to me, directing the sale of the premises hereinafter described to satisfy the amount found and adjudged due said Plaintiff in the above-entitled action from the Defendants identified in the Judgment and Decree, and secured by the mortgage dated July 17, 2023 and recorded in the office of the Clay County Recorder on July 21, 2023 as Document No. 839296, in the manner set forth in the Judgment and Decree, the Sheriff of Clay County will sell at public auction, to the highest bidder, for cash, on October 9, 2025, at 10:00 a.m., at the Clay County Sheriff's Office, 911 11th St. N., Moorhead, MN 56560, the premises and real estate described in said Judgment and Decree legally described as:

All of Lot 1 and Lot 2, except the South 25 feet of Lot 2, in Block 3, Belby's First Addition to the City of Moorhead, Minnesota.

which has an address of 805 30th Avenue South and 819 30th Avenue South, Moorhead, Minnesota 56560.

Dated August 5, 2025.

By /s/ Mark Empty Sheriff of Clay County

Mark W. Vyvyan (#0280070)
Christian V. Holans (#0400377)
FREDRIKSON & BYRON, P.A.
60 South Sixth Street, Suite 1500
Minneapolis, MN 55402
Telephone: 612.492.7000
chokans@fredlaw.com
Attorneys for Plaintiff

FOI#28-1 08/21/2025/0904/0911/0918-1

**STATE OF MINNESOTA
COUNTY OF CLAY
SEVENTH JUDICIAL DISTRICT
DISTRICT COURT
PROBATE DIVISION
Court File No. 14-PR-25-2724**

Estate of

Scott Curtis Nelson

a/k/a Scott C. Nelson

a/k/a Scott Nelson,

Decedent

**NOTICE AND ORDER OF HEARING
ON PETITION FOR FORMAL
ADJUDICATION OF TESTACY,
DETERMINATION OF HEIRSHIP,
APPOINTMENT OF PERSONAL**

follows:
118 S St S - 58.575.1011 - All of Lots 13-24, Block 45; the South 50 feet of Lots 1-6, Block 45; the South 12 feet of Lot 7 and the South 12 feet of the East 11.5 feet of Lot 8, all in Block 45. Original Townsite LESS the North 1.5 feet of the West 113.5 feet of Lot 13, Block 45 Original Townsite.

All City Council meetings are open to the public. All interested parties may provide written comments to the City of Moorhead prior to the above-referenced City Council meeting date by contacting City of Moorhead, Economic Development, PO Box 779, Moorhead, MN, 56561, email economicdevelopment@moorheadmn.gov, or call 218.299.5441. This notice is given pursuant to the provisions of Moorhead City Code for the sale of real property. Published this 28th day of August, 2025.

FOI#28-1

NOTICE OF LAND AVAILABILITY

Notice is hereby given that the City Council of the City of Moorhead, Minnesota, may be interested in the sale of certain real property for development. Offers may be considered at any time until the lot(s) is/are sold. The property is legally described as follows:

2900 50 St S - 58.900.1505 - All of Section 24 of Moorhead Township, Township 139 N, Range 48 W, Clay County Minnesota located south of the right-of-way line of Interstate 94 less two tracts described as follows: Beginning at the Northwest corner of the Southwest Quarter of Section 24 thence East 350 feet, thence South 410 feet, thence West 350 feet, thence North 410 feet to the point of beginning; and Beginning 410 feet South of the Northwest corner of the Southwest Quarter of Section 24, thence East 350 feet, thence South 185 feet, thence West 350 feet, thence North 185 feet to the point of beginning. Said tract contains 597.5 acres more or less. County Parcel Number 58.900.1505.

This notice is given pursuant to the provisions of Moorhead City Code for the sale of real property. For more information, please contact Moorhead Economic Development, Box 779, Moorhead, MN 56561, email economicdevelopment@moorheadmn.gov, or call (218) 299-5441. Published this 28th day of August, 2025.

FOI#28-2

**TITLE AND SUMMARY OF
ORDINANCE 2025-08**

The following Ordinance is hereby published by Title and Summary:

1. Title of Ordinance
Ordinance 2025-08: An Ordinance Granting a Fiber Optic Franchise to Gateway Infrastructure, LLC

2. Summary of Ordinance
An Ordinance granting a fiber optic franchise to Gateway Infrastructure, LLC

3. Availability of Ordinance
A complete, printed copy of this Ordinance is available for inspection by any person during regular business hours in the Office of the City Clerk, First Floor, 403 Center Avenue, Moorhead, MN.

The Ordinance was passed by the City Council of the City of Moorhead this 25th day of August, 2025.

First Reading: 08/11/2025

E-Post: 08/13/2025

Second Reading: 08/25/2025

Publication: 08/28/2025

FOI#28-3

**Clay County Board of
Commissioners**

Summary of Minutes from Clay County Board of Commissioners meeting on August 12, 2025. The minutes in their entirety can be viewed in the office of the County Administrator, Clay County Government Center, 3510 12th Ave. S., Moorhead, MN, or online at www.claycountymn.gov. The Board met in regular session with Commissioners Campbell, Baer, Ebinger, and Mongeau present. The Board received a budget presentation from the Lake Agassiz Regional Library, Lakes & Prairies Community Action Partnership, Downtown Moorhead Inc., and Clay County Public Health. The Board conducted a closed session for the County Administrator's annual evaluation. The following items received Board approval:

• To hire a full-time Deputy Sheriff which backfill.

• The Annual Evaluation of the County Administrator and recommended a step increase.

• Bills and vouchers totaling \$999,375 from 143 vendors. From that total 100 warrants issued were under \$2,000 (\$44,528) and the following 43 were over \$2,000:

• Otter Tail Public Health \$177,515; Becker County Public Health \$101,120; Clay Co Public Health \$97,284; Nelson Auto Center \$96,577; Moorhead Public Service \$70,944; Advanced Correctional Healthcare, Inc. \$66,341; Ulteig Operations, LLC \$52,022; Red River Regional Dispatch Center \$43,293; Turner Sand & Gravel Inc. \$38,886; Mn State Auditor \$26,691; City Of Dilworth \$18,405; Olympic Sales Inc. \$17,400; Johnson Feed, Inc. \$13,971; Braun Intertec Corp \$10,946; MN Counties Computer Coop \$8,069; Code 4 Services, Inc \$7,762; Nitzkowski, Inc. \$7,362; Petro Serve Usa Hwy \$7,285; Halvorson/ Derrick \$6,950; Fuchs Sanitation Inc. \$5,400; Sabin C. Store \$5,256; Wilkin Co Public Health \$4,723; Bert's Truck Equip of Moorhead, Inc. \$4,678; Farmers Coop Oil Co \$4,120; Ott's Quality Painting Inc. \$3,709; Butler Machinery Co. \$3,570; Innovative Office

Solutions, LLC \$3,482; JT Lawn Service \$3,435; Rob Bentz Lock & Key, LLC \$3,361; McKesson Medical Surgical \$3,289; Pemberton Law, PLLP. \$3,237; Deputy Registrar

#15 \$2,857; Johnson's Auto Repair LLC \$2,838; Barnesville C-Store \$2,815; Dakota Fence, Inc. \$2,765; Dean's Bulk Service \$2,328; General Equipment & Supplies

Inc. \$2,309; Hood Cleaners \$2,200; Pete's Gas & Service \$2,138; All Season's Lawn Care \$2,100; River Valley Forensic Services, PA \$2,050.

FOI#28-4

City of Moorhead

Public Hearing Notice for Proposed Special Assessments

The City of Moorhead will hold a public hearing at 5:45 pm on Monday, September 22, 2025 at the Hjerkomst Center, 202 1st Ave N., Moorhead, Minnesota, to consider assessing a number of specific properties that have incurred special charges of the following nature:

☐ Rental Registration and Inspection Penalties and Fees	\$8,865.00
☐ Nuisance/Property Maintenance Abatements/Penalties	\$24,106.00
☐ Snow Removal	\$1,032.50
☐ Grass/Weed Removal	\$7,129.70
☐ Unfounded Alarm	\$485.43
☐ Tree Removal and Branch Pick Up/Disposal	\$26,844.70
☐ Sanitation/Environmental Health Abatements	\$16,457.61
TOTAL	\$84,920.94

The properties proposed for assessment of unpaid special charges are located throughout the City of Moorhead; there is not a specific neighborhood or area that has accumulated special charges.

To participate and/or make a public comment:

- ☐ Email - neighborhood.services@moorheadmn.gov no later than 4:00 on Monday, September 22, 2025. We will acknowledge receipt of your comments via an e-mail and will submit your email to the Council for review and consideration.
- ☐ Mail - Send your written comments to: City of Moorhead, Neighborhood Services, PO Box 779, Moorhead, MN 56561. Letters received prior to 4:00 pm, Monday, September 22, 2025, will be submitted to the Council for review and consideration.
- ☐ During the Meeting - If you wish to speak during the meeting, please submit a Request to Speak form to the City Clerk and you will be given three minutes to speak.

Properties include the following:

2024 Rental Registration and Inspection Penalties and Fees - Project #811969

Parcel #	Address	Total Assessed Cost
580720310	915 16TH ST S	\$300.00
580890080	616 38TH AVE S	\$300.00
582690130	404 SUNRISE CIR	\$1,000.00
585380300	1301 5TH ST S	\$300.00
585590330	1228 15 1/2 ST N	\$250.00
585750280	710 MAIN AVE	\$380.00
585750720	824 2ND AVE S	\$405.00
585750950	114 6TH ST S	\$415.00
586650430	1213 4TH ST S	\$300.00
586890310	919 18TH ST S	\$350.00
586890320	911 18TH ST S	\$525.00
586890330	903 18TH ST S	\$525.00
586890670	916 18 1/2 ST S	\$580.00
586890710	1010 18 1/2 ST S	\$390.00
587260610	1328 10TH AVE S	\$290.00
587540310	515 5TH ST S	\$325.00
587810050	1907 18TH AVE S	\$150.00
587810060	1909 18TH AVE S	\$150.00
587810070	1911 18TH AVE S	\$150.00
587810080	1913 18TH AVE S	\$150.00
587810100	1917 18TH AVE S	\$150.00
587810110	1919 18TH AVE S	\$150.00
587810120	1921 18TH AVE S	\$150.00
588050340	1411 22ND AVE S	\$290.00
588110360	2912 HANOVER AVE S	\$290.00
588360130	1721 7TH ST S	\$300.00
588720120	1123 16TH ST N	\$275.00
584140110	1017 9TH ST S	\$25.00
Total		\$8,865.00

2024 Nuisance/Property Maintenance Abatements/Penalties - Project #811970

Parcel #	Address	Total Assessed Cost
580610030	3403 12TH ST S	\$400.00
580850103	1301 62ND AVE N	\$200.00
581830150	709 9TH ST S	\$1,200.00
582180320	1522 4TH AVE N	\$2,066.00
582180540	317 15TH ST N	\$905.00
582400150	1215 7TH AVE N	\$500.00
583192140	516 18TH ST N	\$900.00
583240870	1016 4TH AVE N	\$700.00
583572960	3613 18TH ST S	\$10,700.00
583740110	1914 6TH ST S	\$200.00
583740310	1807 5TH ST S	\$1,600.00
584941610	405 14TH ST N	\$600.00
585020040	1325 23RD ST S	\$100.00
585020050	1413 23RD ST S	\$200.00
585750720	824 2ND AVE S	\$200.00
585750950	114 6TH ST S	\$1,000.00
586650430	1213 4TH ST S	\$100.00
587261500	1118 11TH ST S	\$100.00
588110420	2909 HANOVER AVE S	\$400.00

CREDITORS

It is Ordered and Notice is given that on 9-29-25, at 1:15 pm, a hearing will be held in this Court at 807 N. 11th Street, Moorhead, Minnesota, for the adjudication of intestacy and determination of heirship of the Decedent, and for the appointment of Pamela A. Nelson, whose address is 2904 Hanover Ave S, Moorhead, MN, 56560 as Personal Representative of the Estate of the Decedent in an UNSUPERVISED administration. Any objections to the petition must be filed with the Court prior to or raised at the hearing. If proper and if no objections are filed or raised, the Personal Representative will be appointed with full power to administer the Estate, including the power to collect all assets, to pay all legal debts, claims, taxes and expenses, to sell real and personal property, and to do all necessary acts for the Estate.

Notice is also given that (subject to Minnesota Statutes section 524.3-801) all creditors having claims against the Estate are required to present the claims to the Personal Representative or to the Court Administrator within four months after the date of this Notice or the claims will be barred. Dated: August 13, 2025

Heidi Davies
Referee of District Court
Date: 8.13.2025
Leah duCharme
Judge of District Court
Dated: 08/14/2025

Attorney for Petitioner
Bennett A. Lystad
Vogel Law Firm
215 30th St N
Moorhead, MN, 56560
Attorney License No: 0403963
Telephone: (218) 236-6462
Email: blystad@vogellaw.com

FOI029/0904-1

Office of the Minnesota Secretary of State Certificate of Assumed Name Minnesota Statutes, 333

The filing of an assumed name does not provide a user with exclusive rights to that name. The filing is required for consumer protection in order to enable customers to be able to identify the true owner of a business.

ASSUMED NAME: Little
Wildflowers Childcare
PRINCIPAL PLACE OF BUSINESS:
2211 14th St S., Moorhead, MN
56560

NAMEHOLDER(S): Natalie
Quandt, 2211 14th St S., Moorhead,
MN 56560

SIGNED BY: Natalie Quandt

FOI029/0904-2

NOTICE OF PUBLIC HEARING FOR THE SALE OF CITY-OWNED REAL PROPERTY

Notice is hereby given that the City Council of the City of Moorhead, Minnesota, will meet at 5:45 pm on Monday, September 22, 2025, in the Hjelmkomst Auditorium, Hjelmkomst Center, 202 1st Ave N, to consider the sale of certain City-owned real property which has been used for municipal purposes, legally described as

PUBLIC INPUT MEETING

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Meeting #1
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St. Francis de Sales Catholic Church
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Representatives from the City of Fargo, the City of Moorhead, and Houston Engineering will be on hand to answer questions and discuss concerns.

Project information and meeting materials will be available on the project website at www.fargostreets.com.

If unable to attend the meeting, written comments must be postmarked or emailed by October 3 with Public Input in the letter heading or e-mail subject. Send all comments to Jeremy McLaughlin, Houston Engineering, 1401 21st Ave. N, Fargo, ND 58102 or 12thAveBridge@kljeng.com.

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09/07/25

588250010	401 5TH ST S	\$1,500.00
589000720	115 11TH AVE S	\$135.00
Total		\$24,106.00

2024 Snow Removal -- Project # 811972

Parcel #	Address	Total Assessed Cost
582960380	804 6 Ave S	\$437.50
589000720	115 11 Ave S	\$395.00
Total		\$1,032.50

2024 Grass and Weed Removal -- Project #811971

Parcel #	Address	Total Assessed Cost
580030125	318 44TH AVE S	\$220.00
580720180	1605 5TH AVE S	\$260.00
581380102	1612 52 1/2 AVE N	\$280.00
582180540	317 15TH ST N	\$514.40
582180560	307 15TH ST N	\$312.80
582180600	316 14TH ST N	\$180.00
582180630	1407 4TH AVE N	\$140.00
582960950	602 9 St S	\$47.20
583191540	611 15TH ST N	\$240.00
583572860	3837 18TH ST S	\$300.00
583572950	3621 18TH ST S	\$262.50
583572960	3613 18TH ST S	\$495.00
584780180	1304 5TH AVE S	\$385.00
585510110	1216 14TH ST N	\$540.00
586210100	1844 44TH AVE S	\$220.00
586210110	1852 44TH AVE S	\$220.00
586220140	203 69TH AVE NW	\$360.00
587210770	1610 3RD AVE S	\$340.00
587211350	426 14 St S	\$132.80
587280100	3010 41ST AVE S	\$180.00
587370110	1314 11TH ST S	\$200.00
588082830	3020 39TH AVE S	\$180.00
588160150	3713 VILLAGE GREEN CIR	\$240.00
588250010	401 5TH ST S	\$200.00
589000720	115 11TH AVE S	\$680.00
Total		\$7,129.70

2024 Tree Removal and Branch Pickup -- Project # 811951

Parcel #	Address	Total Assessed Cost
583190040	802 17TH St N	\$311.84
583240310	221 11TH ST N	3,964.41
583240640	310 10TH ST N	\$3,412.50
583580340	810 17TH ST N	\$2,038.84
587260930	1005 13TH ST S	\$5,267.00
Total		\$14,994.59

2024 Unfounded Alarm -- Project # 811976

Parcel #	Address	Total Assessed Cost
583070390	2320 2ND AVE N	\$161.81
586170201	1702 30TH AVE S	\$323.62
Total		\$485.43

2024 Sanitation Abateements -- Project # 811973

Parcel #	Address	Total Assessed Cost
585010050	1410 23RD ST S	\$1,349.70
588863401	4626 OAKPORT ST N	\$113.32
Total		\$1,463.02

2024 Tree Removal and Branch Pickup -- Project #811950

Parcel #	Address	Total Assessed Cost
582240140	910 14TH ST N	\$3,001.62
584941240	607 14TH ST N	\$15,008.11
585450230	1316 6TH AVE S	\$7,305.84
586710030	404 12TH ST N	\$1,529.13
Total		\$26,844.70

Comments and Objections: Written or oral objections to the special assessment of these charges by any property owner will be considered at the public hearing. No appeal may be taken as to the amount of any assessment adopted unless a written objection signed by the affected property owner is filed with the Moorhead City Clerk prior to the assessment hearing or presented to the Moorhead City Clerk at the hearing. The Moorhead City Council may adopt the proposed assessment at the hearing.

Appeals: Pursuant to Minnesota Statute 429.081, an owner may appeal an assessment to district court by serving notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the Mayor or Clerk.

Payments: The assessment may be prepaid (in part or in full - minimum \$100 payment is required) to the Moorhead Finance Department prior to 4:30 PM on November 15 of the calendar year in which it is approved. Payments must be received in the City Finance Office by this time, not postmarked. Special charges assessments (except Petitioned Diseased Tree Removal) will be payable as a single installment and will be certified to the County Auditor for payment in the tax year following the assessment hearing. Petitioned Diseased Tree Removal assessments will be payable over five years. No prepayment received after 4:30 PM on November 15 will be accepted by the City as the entire amount plus interest will be certified to the County Auditor for payment.

Accessibility: The facility is accessible for persons with mobility impairments. In advance of the meeting, alternative formats of this information or accommodation for persons with disabilities will be made upon request (10-hours notice is required). To make arrangements for services call 218-299-5434; for TDD/Relay service dial 711.

FOI028-5

City of Fargo hosts public input meeting for proposed Red River Bridge replacement on 12th Ave N in Fargo and 15th Ave N in Moorhead

FARGO, N.D. – The City of Fargo in cooperation with the City of Moorhead will host two public input meetings Tuesday, September 16, and Thursday, September 18 from 5-7 p.m. to discuss a proposed bridge replacement on 12th Ave N in Fargo and 15th Ave N in Moorhead.

The meeting on Tuesday, September 16 will be held at Horace Mann Elementary School located at 1025 3rd Street N in Fargo, ND. The meeting on Thursday, September 18, will be held at St. Francis de Sales Catholic Church located at 601 15th Ave N in Moorhead, MN. The meetings will be an open house format with a formal presentation at 5:30 p.m.

The project includes a proposed bridge replacement to alleviate road and bridge closures due to flooding and improve connectivity between Fargo and Moorhead.

Representatives from the City of Fargo, the City of Moorhead, and Houston Engineering will be on hand to answer questions and discuss concerns.

Project information and meeting materials will be available at www.fargostreets.com.

If unable to attend the meeting, written comments must be postmarked or emailed by October 3 with "Public Input Meeting" in the letter heading or e-mail subject. Send all comments to Jeremy McLaughlin, Houston Engineering, 1401 21st Ave N. Fargo, ND 58102 or 12thAveBridge@kljeng.com. Comments are also being collected through a survey available on the project website at www.fargostreets.com.

The City of Fargo will consider every request for reasonable accommodation to provide an accessible meeting facility or other accommodation for people with disabilities. Language interpretation and translation services will be available upon request for this meeting.

To request accessible information or services, please call the Mayor's office at 701-241-1310. You may also contact our ADA Coordinator by calling Fargo Buildings and Grounds Director of Facilities Management, Bekki Majerus at 701-298-6966 or email bmajerus@FargoND.gov. TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

Appendix B

Handouts



A Citizen's Guide to Understanding Stormwater



EPA 833-B-03-002
January 2003
United States Environmental Protection Agency

Stormwater is a leading source of pollution in the United States. It is the largest source of nonpoint source pollution, which is the leading cause of water quality problems in the United States.



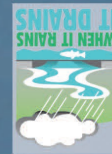
After the Storm

For more information contact:

NIDDOT

www.state.nd.us/dotdoing.html

or visit
www.epa.gov/nps/stormwater
www.epa.gov/nps



What is stormwater runoff?



Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Impervious surfaces like driveways, sidewalks, and streets prevent stormwater from naturally soaking into the ground.

Why is stormwater runoff a problem?



Stormwater can pick up debris, chemicals, dirt, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, wetland, or coastal water. Anything that enters a storm sewer system is discharged untreated into the waterbodies we use for swimming, fishing, and providing drinking water.

The effects of pollution

Polluted stormwater runoff can have many adverse effects on plants, fish, animals, and people.

- ♦ Sediment can cloud the water and make it difficult or impossible for aquatic plants to grow. Sediment also can destroy aquatic habitats.
- ♦ Excess nutrients can cause algae blooms. When algae die, they sink to the bottom and decompose in a process that removes oxygen from the water. Fish and other aquatic organisms can't exist in water with low dissolved oxygen levels.
- ♦ Bacteria and other pathogens can wash into swimming areas and create health hazards, often making beach closures necessary.
- ♦ Debris—plastic bags, six-pack rings, bottles, and cigarette butts—washed into waterbodies can choke, suffocate, or disable aquatic life like ducks, fish, turtles, and birds.
- ♦ Household hazardous wastes like insecticides, pesticides, paint, solvents, used motor oil, and other auto fluids can poison aquatic life. Land animals and people can become sick or die from eating diseased fish and shellfish or ingesting polluted water.
- ♦ Polluted stormwater often affects drinking water sources. This, in turn, can affect human health and increase drinking water treatment costs.



Stormwater Pollution Solutions

Residential



Recycle or properly dispose of household products that contain chemicals, such as insecticides, pesticides, paint, solvents, and used motor oil and other auto fluids. Don't pour them onto the ground or into storm drains.

Lawn care

Excess fertilizers and pesticides applied to lawns and gardens wash off and pollute streams. In addition, yard clippings and leaves can wash into storm drains and contribute nutrients and organic matter to streams.



- ♦ Don't overwater your lawn. Consider using a soaker hose instead of a sprinkler.
- ♦ Use pesticides and fertilizers sparingly. When use is necessary, use these chemicals in the recommended amounts. Use organic mulch or safer pest control methods whenever possible.
- ♦ Compost or mulch yard waste. Don't leave it in the street or sweep it into storm drains or streams.
- ♦ Cover piles of dirt or mulch being used in landscaping projects.

Septic systems

Leaking and poorly maintained septic



- systems release nutrients and pathogens (bacteria and viruses) that can be picked up by stormwater and discharged into nearby waterbodies. Pathogens can cause public health problems and environmental concerns.
- ♦ Inspect your system every 3 years and pump your tank as necessary (every 3 to 5 years).
 - ♦ Don't dispose of household hazardous waste in sinks or toilets.

Auto care

Washing your car and degreasing auto parts at home can send detergents and other contaminants through the storm sewer system. Dumping automotive fluids into storm drains has the same result as dumping the materials directly into a waterbody.



- ♦ Use a commercial car wash that treats or recycles its wastewater, or wash your car on your yard so the water infiltrates into the ground.
- ♦ Repair leaks and dispose of used auto fluids and batteries at designated drop-off or recycling locations.

Pet waste

Pet waste can be a major source of bacteria and excess nutrients in local waters.



- ♦ When walking your pet, remember to pick up the waste and dispose of it properly. Flushing pet waste is the best disposal method. Leaving pet waste on the ground increases public health risks by allowing harmful bacteria and nutrients to wash into the storm drain and eventually into local waterbodies.



Education is essential to changing people's behavior. Signs and workers near storm drains warn residents that pollutants entering the drains will be carried untreated into a local waterbody.

Residential landscaping

Permeable Pavement—Traditional concrete and asphalt don't allow water to soak into the ground. Instead these surfaces rely on storm drains to divert unwanted water. Permeable pavement systems allow rain and snowmelt to soak through, decreasing stormwater runoff.

Rain Barrels—You can collect rainwater from rooftops in mosquito-proof containers. The water can be used later on lawn or garden areas.



Rain Gardens and Grassy Swales—Specially designed areas planted with native plants can provide natural places for



rainwater to collect and soak into the ground. Rain from rooftop areas or paved areas can be diverted into these areas rather than into storm drains.

Vegetated Filter Strips—Filter strips are areas of native grass or plants created along roadways or streams. They trap the pollutants stormwater picks up as it flows across driveways and streets.



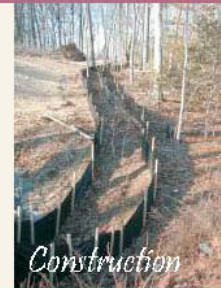
Commercial

Dirt, oil, and debris that collect in parking lots and paved areas can be washed into the storm sewer system and eventually enter local waterbodies.

- ♦ Sweep up litter and debris from sidewalks, driveways and parking lots, especially around storm drains.
- ♦ Cover grease storage and dumpsters and keep them clean to avoid leaks.
- ♦ Report any chemical spill to the local hazardous waste cleanup team. They'll know the best way to keep spills from harming the environment.

Erosion controls that aren't maintained can cause excessive amounts of sediment and debris to be carried into the stormwater system. Construction vehicles can leak fuel, oil, and other harmful fluids that can be picked up by stormwater and deposited into local waterbodies.

- ♦ Divert stormwater away from disturbed or exposed areas of the construction site.
- ♦ Install silt fences, vehicle mud removal areas, vegetative cover, and other sediment and erosion controls and properly maintain them, especially after rainstorms.
- ♦ Prevent soil erosion by minimizing disturbed areas during construction projects, and seed and mulch bare areas as soon as possible.



Construction

Agriculture

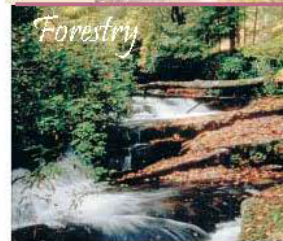


Lack of vegetation on streambanks can lead to erosion. Overgrazed pastures can also contribute excessive amounts of sediment to local waterbodies. Excess fertilizers and pesticides can poison aquatic animals and lead to destructive algae blooms. Livestock in streams can contaminate waterways with bacteria, making them unsafe for human contact.



- ♦ Keep livestock away from streambanks and provide them a water source away from waterbodies.
- ♦ Store and apply manure away from waterbodies and in accordance with a nutrient management plan.
- ♦ Vegetate riparian areas along waterways.
- ♦ Rotate animal grazing to prevent soil erosion in fields.
- ♦ Apply fertilizers and pesticides according to label instructions to save money and minimize pollution.

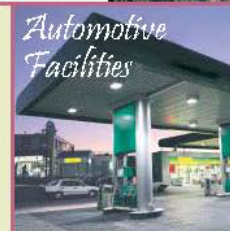
Forestry



Improperly managed logging operations can result in erosion and sedimentation.

- ♦ Conduct preharvest planning to prevent erosion and lower costs.
- ♦ Use logging methods and equipment that minimize soil disturbance.
- ♦ Plan and design skid trails, yard areas, and truck access roads to minimize stream crossings and avoid disturbing the forest floor.
- ♦ Construct stream crossings so that they minimize erosion and physical changes to streams.
- ♦ Expedite revegetation of cleared areas.

Automotive Facilities



Uncovered fueling stations allow spills to be washed into storm drains. Cars waiting to be repaired can leak fuel, oil, and other harmful fluids that can be picked up by stormwater.

- ♦ Clean up spills immediately and properly dispose of cleanup materials.
- ♦ Provide cover over fueling stations and design or retrofit facilities for spill containment.
- ♦ Properly maintain fleet vehicles to prevent oil, gas, and other discharges from being washed into local waterbodies.
- ♦ Install and maintain oil/water separators.



Prepared by
NORTH DAKOTA
DEPARTMENT OF TRANSPORTATION
Bismarck, North Dakota
dot.nd.gov
January 2016

ETS0116

Steps in Highway Planning, Design, and Construction

TRAFFIC SURVEYS

Traffic surveys are studies of the traffic flow from which engineers can determine the numbers and types of vehicles using a specific length of highway on any given day or hour.

Surveys are taken by means of mechanical counters and personal interviews. This information, along with maintenance cost records and safety issues, is the basis for determining the need for a new or improved highway or street.

PROGRAMMING

After highway or street improvement needs are established, they are presented to planning engineers and are included in a long-range highway or street program. Each proposed improvement is then considered, along with other improvements, and is given a priority and placed in the program.

PRELIMINARY ENGINEERING

Preliminary engineering covers all studies and surveys necessary to plan and design a highway or street.

The location engineer, through the use of aerial photographs and on-site inspection, studies the terrain in the area, selects the most feasible routes, and presents them to engineers in other specialized fields for study. The engineer prepares a cost estimate and analyzes the advantages and disadvantages of each route.

The final route is selected after public meetings/hearings. Surveys are then completed including laying out a centerline and measuring elevation and drainage. The exact location of all buildings, fences, power poles, dams, wells, corals, and other improvements is also documented.

1

PUBLIC MEETINGS/HEARINGS

Public meetings/hearings provide the public an early opportunity to comment on projects. Public meetings/hearings are held in the locale of most projects. Notices of scheduled meetings/hearings are published in local newspapers and press releases are sent to media.

All available facts are gathered and presented at these meetings/hearings. The public is invited to present their views. Everyone is urged to attend and will be given the opportunity to comment and ask questions concerning the proposed route. You may be able to provide useful information that the North Dakota Department of Transportation (NDDOT) or the political subdivision can use as it makes a final decision on the proposed project.

FINAL DESIGN

Final design of the project begins as soon as the exact project location is decided.

Design plans will describe in detail how the highway or street will be built. This includes grades, drainage, slopes, and other details, as well as the limits of the necessary right of way which must be acquired for construction.

VALUATIONS

Highway or street construction projects will, at times, require additional right of way from adjoining properties. Depending upon a project's specific design requirements, private property may have to be acquired partially or in total; either permanently (i.e. in fee, or by easement), temporarily (e.g. temporary construction easement), or a combination thereof.

Before right of way is acquired, NDDOT will first establish and submit to the property owner a written offer of the amount believed to be just compensation. Depending upon the complexity of the acquisition, this offer will either be based upon a Waiver Valuation or an approved appraisal. Both methods employ

2

the Sales Comparison Approach, one of the most common methods of property valuation. Regardless of the method used, the same basic valuation principles used nationwide are employed by NDDOT to ensure that the property's market value estimate is developed objectively and impartially. This provides the best assurance that NDDOT's offer will be fair and reasonable to both the property owner and the general public.

If NDDOT or the acquiring local public agency believes the acquisition of the property is uncomplicated, and a review of available data supports a fair market value that is \$10,000 or less, a Waiver Valuation will be prepared as the basis for the agency's offer.

An appraisal will be prepared when the acquisition is complex or otherwise does not meet Waiver Valuation criteria. The appraiser will offer you, the property owner, the right to be present during the inspection of the property. If you are unable or don't wish to be present during the inspection, you may appoint a representative to be present in your place. It is to your benefit to accompany the appraiser on the inspection, as it is an opportunity to point out any features of the property that you believe may be relevant to its valuation. A thorough appraisal provides the best assurance of a satisfactory settlement.

The appraiser will personally inspect the property and will review the details of the proposed acquisition with you or your representative. If only part of the property is to be acquired, the appraiser will also explain how the acquisition will affect the remaining property. The appraiser will consider all information pertinent to the value of your property, including (but not limited to) recent sales of comparable property, construction costs, rental values, etc.

When only part of the property is acquired, the appraiser will evaluate the effects of the acquisition on the property remaining, taking into consideration any damages that accrue from the acquisition, such as a separation of the remaining property into two

or more parcels; the cost of moving or constructing new fences; or restrictions on access to and from the highway or street. Special benefits, which result in an increase in the value of the remaining property, are also considered.

After completing the investigation, the appraiser prepares a written report describing in detail the basis for the appraisal. The completed appraisal report is then submitted to NDDOT for critical review. As part of the review process, the Review Appraiser may view your property and recommend additions or corrections to the original appraisal. The review will consider whether the work provides a credible basis for the appraiser's opinion, while meeting minimum standards of professional appraisal practice. Only after a thorough review concludes that the work meets these criteria will the appraisal be approved as a basis for the Agency's offer. Should the review conclude that the work is not acceptable, a new appraisal will be obtained and the review process will begin anew. The appraisal and review processes are a system of "checks-and-balances," designed to ensure an objective, impartial, and credible valuation.

If, for some reason, you do not wish to have your property appraised, another option is available. Property owners may waive the right to an appraisal, choosing instead to donate all or part of the property interest needed for the project. Donations are a common practice when the acquisition is small in size and the value is minimal.

NEGOTIATION

All real estate transactions are the result of discussions between two parties. These discussions are called negotiations and are essential in reaching an agreement satisfactory to both parties.

An acquisition agent, representing NDDOT or the political subdivision, will meet with you to give you a firm offer, in writing, for the necessary right of way. The agent's primary duty is to advise and assist you in every possible way as to the process of selling

your property to NDDOT or the political subdivision. It is the agent's obligation to be knowledgeable about the highway or street system and real estate transactions. The agent:

- Can answer many of the questions you may ask about the effect of the proposed improvement on your property.
- Can answer most questions about mortgages, liens, taxes, legal documents, and many other topics.
- Will have all the necessary documents, and will be willing to explain them to you.
- Can help you arrange a release of a mortgage or lien if necessary.

Must inform you of your rights in eminent domain and, when applicable, your reimbursement rights for moving personal property as well as your possible eligibility for the Relocation Assistance Program.

- A voucher copy of the transaction will be provided when you receive payment.

NDDOT and the political subdivision recognize that some property owners do not care to sell, and at times there will be some inconvenience connected with the sale. It is intended, however, that when negotiations are complete, you can say that you have been treated courteously and fairly.

ALTERNATIVE TO SETTLEMENT

When, for some reason, the necessary right of way cannot be acquired by a negotiated settlement, the representatives of NDDOT or the political subdivision have the right to take the needed right of way through the laws of eminent domain. These are laws under which NDDOT and nearly all political subdivisions, as well as certain utility companies, have the right to take private property for the benefit of the public. These laws also protect the rights of the

property owner by requiring that fair market value be paid for all property acquired.

This action, more commonly known as "condemnation," is undertaken in North Dakota in accordance with pertinent statutes under Article 1, Section 16 of the North Dakota Constitution. It is used only when necessary.

When condemnation becomes necessary, NDDOT or the political subdivision places a monetary deposit with the clerk of court of your county. This deposit must be a reasonable offer for the damages incurred. NDDOT and the political subdivision reserve the right to immediate possession of the condemned property, depending on their specific circumstances, bylaws, etc.

The property owner is notified by the clerk of court of the action and the amount deposited. At this point, the property owners may either accept the offer; withdraw the total amount deposited or file an appeal with the district court for determination of damages. This appeal must be filed within 30 days of receiving the notice from the clerk of court. Property owners who withdraw the deposited payment may appeal, as may others with an interest in the property.

Although it is not legally required as part of eminent domain proceedings, NDDOT or the political subdivision also sends a notice to each party having an interest in the property. This informs the property owner of the action and advises that when condemnation is undertaken; all improvements including building fences, dams, wells, etc., on the condemned right of way become the property of the state, county or city. The improvements cannot be removed without written approval from NDDOT or the political subdivision.

RELOCATION ASSISTANCE

Under state and federal laws, all persons who are required to move or relocate their family or business as a result of the taking of right of way for highway

or street purposes are entitled to certain rights and compensations. These are explained in detail in another brochure given to all persons forced to relocate. In most cases, an agent from NDDOT will help with the relocation assistance process.

CONTRACTS LET (BID)

Nearly all construction projects are let to competitive bids. Public bid lettings, at which contractors are invited to offer bids, are held periodically. Results of these bids are then considered and contracts are awarded to the lowest bidder capable of handling each project. All right of way must be acquired or condemned before construction contracts are advertised for bids.

FREQUENTLY ASKED QUESTIONS

When can I expect payment?

Generally, payment for right of way can be expected within 30 days following transfer of title. Titles clouded by mortgages, judgements, liens, etc., will probably take somewhat longer.

What about the mortgage on my property?

Representatives from NDDOT and the political subdivision generally make arrangements with mortgagees for release of mortgaged property. Payment for mortgaged property is usually made to the owner and the mortgagee jointly, and arrangements for division of the payment must be worked out between them.

What about my buildings?

Owners of right of way involving buildings are generally given a choice of plans for consideration in negotiated settlements. First, NDDOT or the political subdivision offers to purchase the buildings outright along with the land, in which case the buildings are later sold at public auction or by sealed bids. Second, the property owner may choose to retain the improvements at a predetermined salvage value.

The salvage value will be deducted from the overall purchase price. Third, consideration will be given to payment for the cost of moving the buildings.

NDDOT and the political subdivisions have the responsibility to make sure, in all transactions involving the moving of buildings, that the cost to move the buildings does not exceed the value of the buildings in place. This would be an unwise expenditure of public funds.

How soon will I have to move?

Every effort will be made to give occupants enough time to relocate. Ordinarily at least 90 days from the date of acquisition will be allowed.

Additional comments and answers to relocation questions most often asked are covered in the relocation brochure.

Must I pay income tax on the money received?

The sale of your property for highway or street purposes is considered by the Internal Revenue Service (IRS) as an "involuntary conversion." It is not necessary to pay income tax or capital tax if the money you receive is similarly reinvested within a given time. You should, however, check with the IRS or a local tax consultant for answers to your questions.

Where can I get additional information?

The acquisition agent who contacts you to purchase your property can usually provide any information requested, or will find it and report back to you.

FOR MORE INFORMATION ON:

County and City Projects

Contact the local public agency or municipality in which the project is located.

You may also contact:

- NDDOT, Local Government Division
Office 701-328-2540

State Highway Projects

- Project Design Issues, NDDOT, Design Division
Office 701-328-2555

State Highway Projects

- Right of Way and Relocation Assistance Issues
NDDOT, ETS Division
Office 701-328-2590
Toll-Free: 866-785-1596
Fax 701-328-0310
TTY 711 or 1-800-366-6888

Reasonable Accommodations

- NDDOT, Civil Rights Division
Office 701-328-2978
Email civilrights@nd.gov
TTY 711 or 1-800-366-6888

The NDDOT will consider every request for reasonable accommodation to provide:

- An accessible meeting facility or other accommodation for people with disabilities.
- Language interpretation for people with limited English proficiency (LEP).
- Translations of written material necessary to access NDDOT programs and information

To request accommodations, contact

Civil Rights Division
North Dakota Department of Transportation
701-328-2978 or civilrights@nd.gov
TTY users may use Relay North Dakota at
711 or 1-800-366-6888.

12TH AVENUE N | 15TH AVENUE N



RED RIVER BRIDGE REPLACEMENT PROJECT

Project Overview

The City of Fargo, in coordination with the City of Moorhead and the Federal Highway Administration, is proposing to replace the bridge crossing over the Red River of the North (Red River) connecting 12th Avenue North in Fargo and 15th Avenue North in Moorhead. 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. Now, it is jointly owned by the cities of Fargo and Moorhead.

Purpose

The purpose of the proposed project is to provide a bridge across 12th Avenue North/15th Avenue North that maintains a continuous, year-round connection across the Red River, meeting the identified transportation goals of the City of Fargo.

The existing bridge elevation is within the 100-year FEMA floodplain and has been closed seven times for a duration up to 6 weeks each time in the last 16 years. 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, Northern Pacific Avenue, or the Main Avenue bridge, an approximate 3-mile detour. 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.



Preliminary Design Concepts

Several alignments have been reviewed and narrowed down to two alternatives.

- Alternative 1 will maintain the existing roadway and bridge alignment.
- Alternative 2 will shift the roadway to the north to increase constructability and reduce impacts to private property.

Both alternatives will raise the proposed structure out of the 100-year FEMA floodplain with the Fargo-Moorhead Diversion project in place. Raising the bridge out of the floodplain will result in the proposed structure being 15-feet to 20-feet higher than the existing bridge.

This project is also evaluating potential improvements to the 12th Avenue North and Elm Street intersection.

Funding

The City of Fargo was awarded \$1.5 million through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. These dollars will be used to complete the environmental studies, preliminary design activities, final design, and construction documents.

Currently, there is no funding identified to construct the proposed project. The Cities of Fargo and Moorhead are reviewing all available options including future grant opportunities to help fund the project.

Project Timeline

2025	PRELIMINARY DESIGN & ENVIRONMENTAL STUDIES 2025 - SUMMER 2026
2026	PUBLIC INPUT MEETINGS FALL 2025
2027	FINAL DESIGN SPRING 2026 - JAN 2027

For More Information



12thAveBridge@kljeng.com
www.fargostreets.com

HOUSTON engineering, inc. KLJ

Appendix C

Exhibits Presented

Stormwater and the Construction Industry

Protect Natural Features




- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing




- Sequence construction activities so that the soil is not exposed for long periods of time.
- Stabilize or limit grading to small areas.
- Install key sediment control practices before site grading begins.
- Schedule site stabilization activities, such as revegetation, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers




- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Silt Fencing




- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a waterway or use them as a check dam.
- Make sure stormwater is not flowing around the silt fence.

Construction Entrances




- Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrance BMPs for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

Slopes




- Rough grade or terrace slope.
- Break up long slopes with sediment barriers, or under drain, or divert stormwater away from slopes.

Dirt Stockpiles




- Cover or seed all dirt stockpiles.

Site Stabilization




- Vegetate, mulch, or otherwise stabilize all exposed areas as soon as land alterations have been completed.

Storm Drain Inlet Protection




- Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use silt filters, maintain them regularly.

Maintain your BMPs!

www.epa.gov/npdes/menuofbmps

Stormwater and the Construction Industry

Planning and Implementing Erosion and Sediment Control Practices

The construction industry is a critical participant in the nation's efforts to protect streams, rivers, lakes, wetlands, and estuaries. Through the use of best management practices (BMPs), construction site operators can help reduce erosion and sedimentation.

An owner's role is to ensure that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

Best Management Practices (BMPs)

A BMP is a method or practice to prevent or control erosion and sedimentation. BMPs are used to prevent erosion and sedimentation from construction sites.

Owner's Role

The owner is responsible for ensuring that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

What's the best way to control erosion and sedimentation?

The best way to control erosion and sedimentation is to use BMPs. BMPs are used to prevent erosion and sedimentation from construction sites.

Owner's Role

The owner is responsible for ensuring that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

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Owner's Role

The owner is responsible for ensuring that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

Developing and Implementing a Plan

The owner's role is to ensure that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

Owner's Role

The owner is responsible for ensuring that the construction site is properly managed to prevent erosion and sedimentation. This includes ensuring that the construction site is properly managed to prevent erosion and sedimentation.

1. Site Evaluation and Design Development

- Collect site information
- Develop site plan
- Prepare erosion and sedimentation control plan

2. Assessment

- Identify the site area
- Calculate the erosion coefficient
- Identify the site area
- Calculate the erosion coefficient

3. Control Selection and Plan Design

- Review and incorporate state or local requirements
- Select erosion and sedimentation control practices
- Select other controls
- Indicate the location of controls on the site map
- Prepare an inspection and maintenance plan
- Coordinate controls with construction activity

4. Certification and Notification

- Notify the Plan
- Notify the Plan
- Notify the Plan

5. Implementing and Maintaining a Plan

- Implement controls
- Implement controls
- Implement controls

6. Completing the Project: Final Stabilization and Termination of the Permit

- Final stabilization
- Final stabilization
- Final stabilization

Other BMPs and Activities to Control Erosion and Sedimentation

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- Other BMPs and Activities to Control Erosion and Sedimentation

An ounce of prevention is worth a pound of cure! It's far more efficient and cost-effective to prevent pollution than it is to try to control problems later. Installing and maintaining simple BMPs and pollution prevention techniques on site can greatly reduce the potential for stormwater pollution and can also save you money!

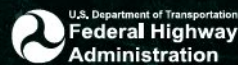


For more information visit - www.epa.gov/npdes/stormwater or www.dot.nd.gov/divisions/environmental/storm-water/storm-water-management.htm

RED RIVER BRIDGE REPLACEMENT PROJECT

12TH AVENUE N FARGO | 15TH AVENUE N MOORHEAD

PUBLIC INPUT MEETING



For More
Information

12thAveBridge@kljeng.com
www.fargostreets.com

12TH AVENUE N | 15TH AVENUE N



RED RIVER BRIDGE REPLACEMENT PROJECT

About the Project

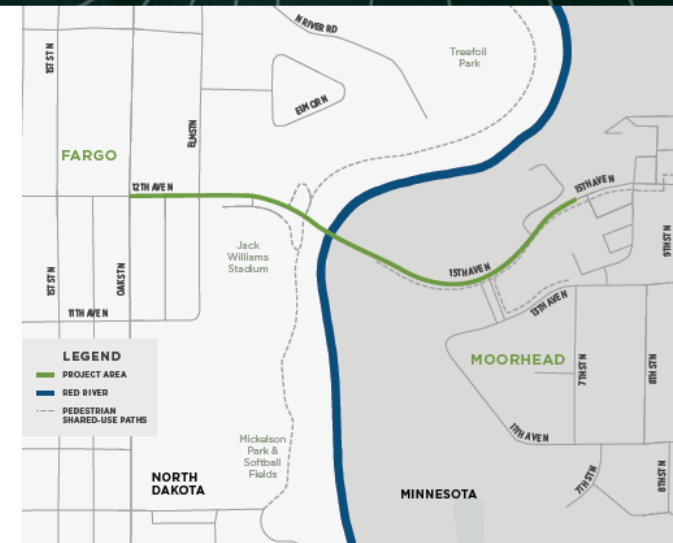
The bridge connecting 12th Ave N in Fargo to 15th Ave N in Moorhead is being considered for replacement due to closures from Red River flooding events. The project includes preliminary design, environmental review, and final design for a new bridge structure that is above the 100-year FEMA floodplain.

IMPROVEMENTS INCLUDE:

- Raised bridge structure approximately 15-20 feet higher than existing bridge
- Evaluation of bridge alignment
- Improved pedestrian access and multi-modal connectivity
- Review of Elm St./12th Ave Intersection for potential improvements

FUNDING:

Design work is being completed through a \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. Funding for construction is not yet identified.



For More Information



12thAveBridge@kljeng.com
www.fargostreets.com



PRELIMINARY DESIGN &
ENVIRONMENTAL STUDIES
2025 - SUMMER 2026

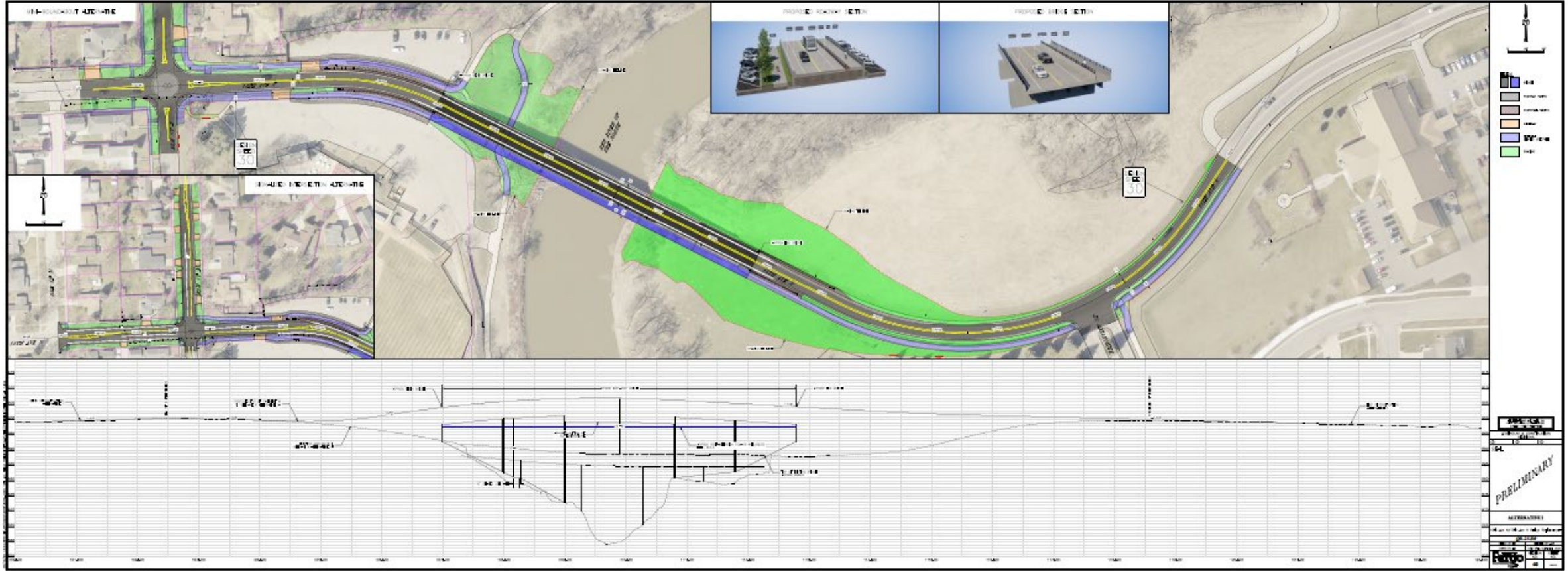
PUBLIC INPUT MEETINGS
FALL 2025

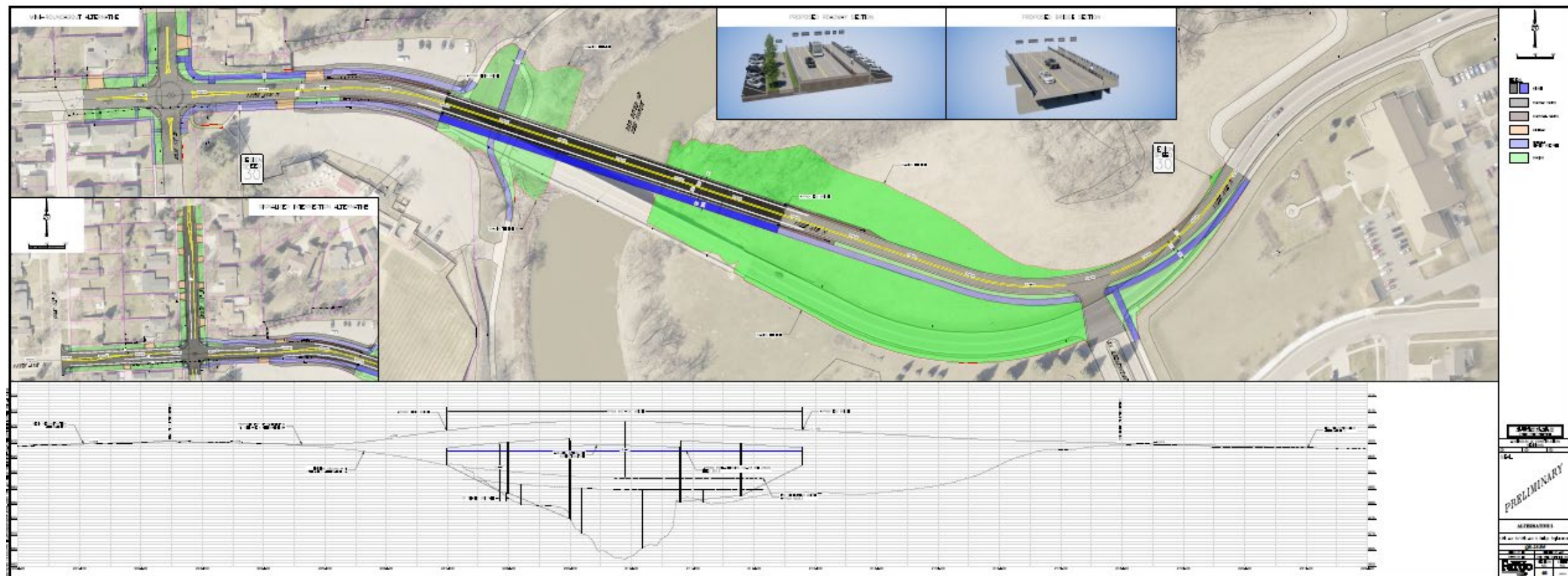
FINAL DESIGN
SPRING 2026 - JAN 2027

2025

2026

2027





Appendix D

Presentation Slides

Public Input Meeting



**Red River
Bridge Replacement**
12th Ave. Fargo/
15th Ave. Moorhead

 **HOUSTON**
engineering, inc.

 **KLJ**



Fargo
FAR MORE


Our Team



Jeremy McLaughlin
Project Manager;
Structures Lead



Adam Ruud
Assistant Project
Manager and Road
Design Lead



Steve Strack
Traffic Operations
Lead



Scott Middaugh
Environmental and
Permitting Lead



Jamie Olson
Public Engagement
Lead

Project Location Map



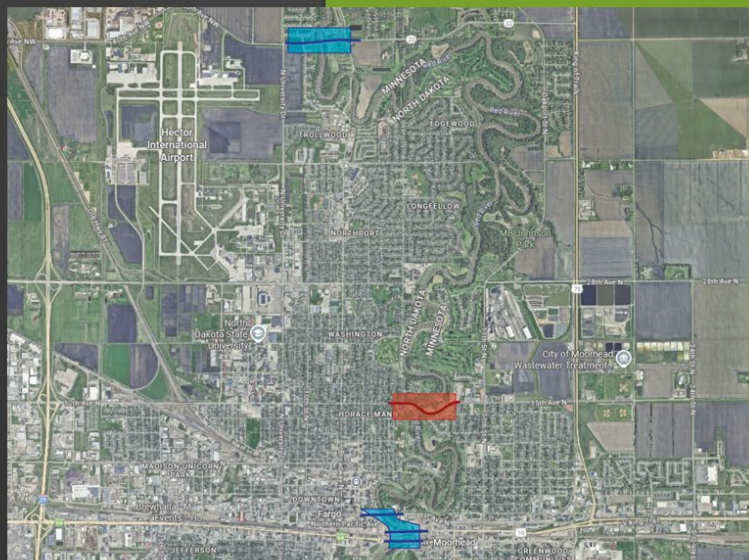
Purpose and Need

Need:

- The need for the project is being driven by deficiencies in the existing bridge geometry

Deficiencies:

- Flooding
- Substandard Pedestrian Access
- Pavement Condition
- Additional Opportunities
 - Elm St/2nd Street Intersection Improvements



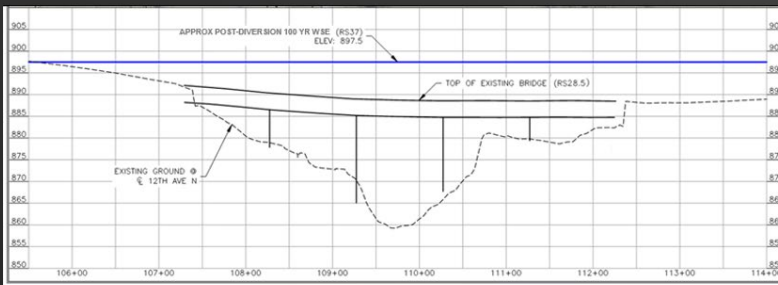
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Deficiencies:

- Flooding
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- Pavement Condition
- Additional Opportunities
 - Elm St/2nd Street Intersection Improvements



(Source: <https://www.inforum.com/news/government-and-politics/1009914-Metro-spring-flood-costs-top-2-million-exceed-61.6-million-since-record-2009-flood>)



Funding



City of Fargo awarded RAISE (BUILD) grant to complete:

- **Project Development**
 - Environmental Document
 - Traffic Study
 - Public Outreach
- **Preconstruction Engineering**
 - Survey
 - Geotechnical Engineering
 - Hydraulic Analysis
 - Preliminary and Final Engineering and Plan Preparation
 - Cost Estimation



Construction funding is still being determined:

- Potential for additional grant applications
- Federal Funding
- State Funding
- Etc.



Final plans completed in January 2027

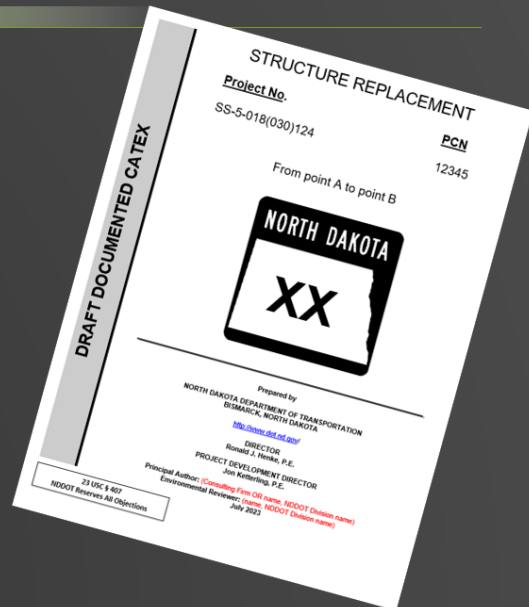
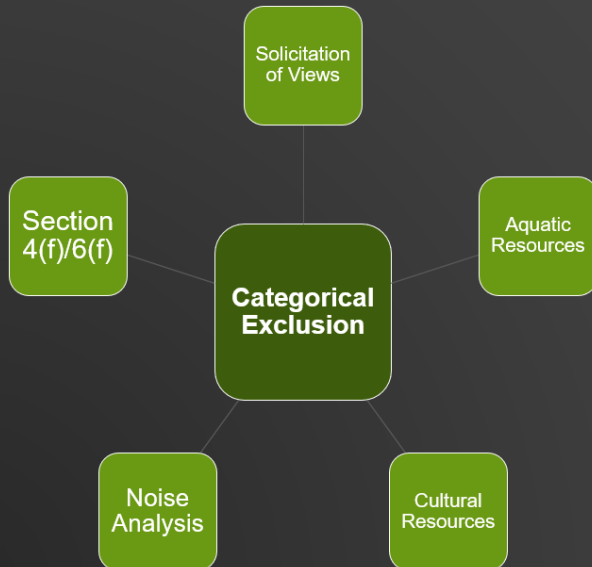
What is a RAISE Grant?

The RAISE federal grant program that aims to fund planning and construction of local and regional surface transportation infrastructure projects that improve:

- safety,
- environmental sustainability,
- mobility, and
- economic competitiveness.



Environmental Documentation



Environmental Documentation



Trefoil Park

■ Section 4(f)



**Jack Williams Stadium/
Mickelson Field**

■ Section 4(f) & 6(f)

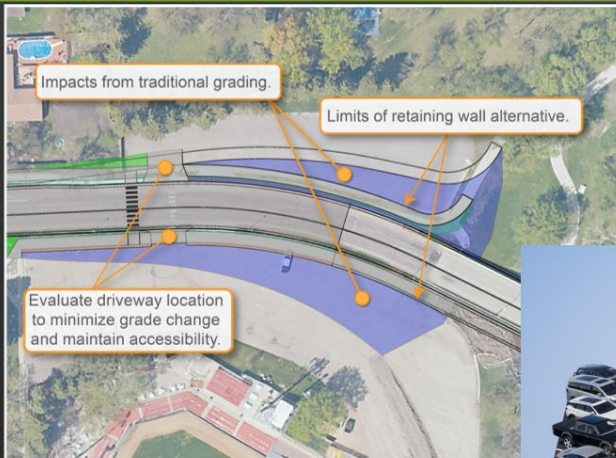


Corridor Challenges

Agency Standards



West Approach

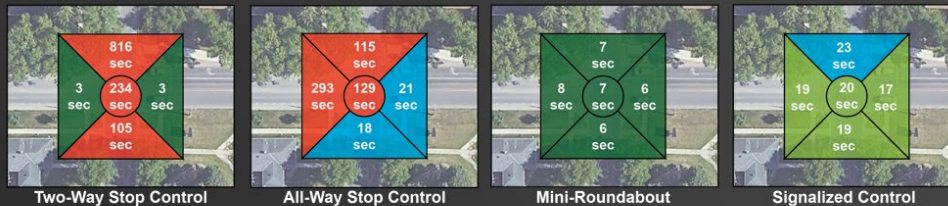


12th Avenue/Elm Street Traffic Operations

Traffic Operations Analysis Study evaluated:

- Two-way Stop Control (TWSC)
- All-way Stop Control (AWSC) [Existing]
- Mini-Roundabout
- Signalized Control

Analysis indicated mini-roundabout and traffic signal control provide the least delay.



LEGEND

Level of Service (LOS)

	A	B	C	D	E	F		
Unsignalized Delay (Sec/Vehicle)	≤10	>10-15	>15-25	>25-35	>35-50	>50	Approach LOS	Intersection LOS
Signalized Delay (Sec/Vehicle)	≤10	>10-20	>20-35	>35-55	>55-80	>80		

Note: LOS shown above are for the future PM peak hour in 2050

Mini-Roundabout vs. Traffic Signal

Mini-Roundabout

PROS

- Improved safety (less fatal and serious injuries).
 - 75% fewer conflict points than traditional intersections.
- Fewer full stops.
- Space efficient compared to single-lane roundabouts and traffic signals.
- Shorter crossing distances for peds/bikes.
- Better access management.
- Less overall delay and shorter queue lengths.

CONS

- Impacts mobility of trucks, trailers, and emergency vehicles.
- Short-term learning curve for drivers.
- More challenging for winter/snow removal maintenance

Traffic Signal

PROS

- Familiar and predictable.
- More capacity to handle heavy peak-hour traffic.

CONS

- Requires long-term maintenance.
- Requires additional left turn lanes.
- Increased likelihood and severity of angle and rear-end crashes.

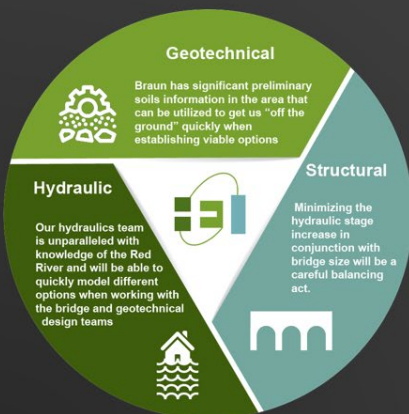
What is a Mini-Roundabout?



Mini vs. Standard Roundabout

- Smaller Footprint
- Similar Safety Benefits
- Lower Construction Costs
- Mountable Center Island
- Faster and Less Disruptive to Build
- Minimal Utility Impacts

Iterative Design



Proposed Vs. Existing Bridge



Proposed Vs. Existing Bridge



Project Schedule



Public Involvement

Visit [FargoStreets.com](https://fargostreets.com)

- Future Projects
- Interactive Map
- Public Survey
- Stay Informed



Scan the QR code to access the project website!



Comments accepted
until October 3rd

Thank you!

Appendix E

Roster

September 16, 2025 Meeting

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 1 of 5

Division/District/Consultant Houston Engineering/KLJ Engineering			
Meeting Location Horace Mann Elementary		Meeting Type Public Input	
Meeting Date 09/16/2025		PCN N/A	
Project Number City of Fargo Project No. QR-25-B0			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement			
Name (Please print) <u>DAVE ELDFSON</u>		Title/Representing	
Address <u>1115 2nd St. N</u>		City <u>Fargo</u>	State <u>ND</u>
Email Address <u>dje@midco.net</u>		ZIP Code <u>58102</u>	Telephone Number <u>701-367-1978</u>
Name (Please print) <u>Sandy Sidler</u>		Title/Representing	
Address <u>1218 Elm St N</u>		City <u>Fargo</u>	State <u>ND</u>
Email Address <u>ssidler@hotmail.com</u>		ZIP Code <u>58102</u>	Telephone Number
Name (Please print) <u>Diane Sanders</u>		Title/Representing	
Address <u>1320 N 2nd St</u>		City <u>Fg</u>	State <u>ND</u>
Email Address <u>N/A</u>		ZIP Code <u>58102</u>	Telephone Number <u>701-388-4485</u>
Name (Please print) <u>WYNHA L. HAM</u>		Title/Representing	
Address <u>1206 Elm St N</u>		City <u>Fargo</u>	State <u>ND</u>
Email Address <u>wynha.m@gmail.com</u>		ZIP Code <u>58102</u>	Telephone Number <u>701-866-6800</u>
Name (Please print) <u>Betty Jo Tostenson</u>		Title/Representing	
Address <u>2810 10 St N</u>		City <u>Fargo</u>	State <u>ND</u>
Email Address <u>bjtostson@gmail.com</u>		ZIP Code <u>58102</u>	Telephone Number
Name (Please print) <u>Merrill Piepkorn</u>		Title/Representing	
Address <u>1321 3rd St. No.</u>		City <u>Fgo</u>	State <u>ND</u>
Email Address <u>m.piepkorn@gmail.com</u>		ZIP Code	Telephone Number
Name (Please print) <u>BETSY DAVID DEMARIS</u>		Title/Representing	
Address <u>3301 PAR ST N</u>		City <u>FARGO</u>	State <u>ND</u>
Email Address <u>dbdemaris@icloud.com</u>		ZIP Code <u>58102</u>	Telephone Number <u>701-388-9882</u>

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 2 of 5

Meeting Location Horace Mann Elementary		Division/District/Consultant Houston Engineering/KLJ Engineering	
Meeting Type Public Input		Meeting Date 09/16/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A	
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement			
Name (Please print) Abby Olson		Title/Representing	
Address 1206 Elm St N		City Fargo	State ND
Email Address		ZIP Code 58102	Telephone Number
Name (Please print) Troy Walvatne		Title/Representing	
Address 1123 4th St N		City Fargo	State ND
Email Address tvalvatne@gmail.com		ZIP Code 58102	Telephone Number
Name (Please print) Kim O'Neil		Title/Representing	
Address 1706 2nd St N		City Fargo	State ND
Email Address		ZIP Code 58102	Telephone Number
Name (Please print) Ned Yahnke		Title/Representing	
Address 1241 Elm St		City Fargo	State ND
Email Address		ZIP Code 58102	Telephone Number
Name (Please print) Pat Yahnke		Title/Representing	
Address 1241 Elm St		City Fargo	State ND
Email Address nednpat@hotmail.com		ZIP Code 58102	Telephone Number 701-212-2605
Name (Please print) Eric Adger		Title/Representing	
Address		City FARGO	State ND
Email Address		ZIP Code	Telephone Number
Name (Please print) Eric Miller		Title/Representing	
Address 1367 Elm Cir N		City Fargo	State ND
Email Address		ZIP Code	Telephone Number

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 3 of 5

Division/District/Consultant Houston Engineering/KLJ Engineering			
Meeting Location Horace Mann Elementary		Meeting Type Public Input	
Meeting Date 09/16/2025		PCN N/A	
Project Number City of Fargo Project No. QR-25-B0			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement			
Name (Please print) Bob Emmoman		Title/Representing City of Moorhead	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print) James Lynntson		Title/Representing	
Address 1354 N. 4th		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print) Deanne Drummond		Title/Representing Fargo	
Address 1210 Elm St		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print) Jim Drummond		Title/Representing	
Address 1210 Elm St N		City Fargo	State ZIP Code
Email Address		Telephone Number	
Name (Please print) Stacey Vogelewede		Title/Representing	
Address 1385 Elm Cir N		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print) Michael Reinhardt		Title/Representing	
Address 511 11th Ave N		City Moorhead	State ZIP Code
Email Address		Telephone Number	
Name (Please print) Blouin + Frank Heid		Title/Representing Citizens	
Address 1113 1st St N		City FARGO	State ZIP Code ND 58102
Email Address		Telephone Number	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 4 of 5

Meeting Location Horace Mann Elementary		Meeting Type Public Input		Meeting Date 09/16/2025	
Project Number City of Fargo Project No. QR-25-B0				PCN N/A	
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement					
Name (Please print) Jim Keal		Title/Representing			
Address 1201 5th St N		City Fargo	State	ZIP Code 58102	
Email Address Jim.Keal@hotmail.com				Telephone Number 701-367-4542	
Name (Please print) Ben Griffith		Title/Representing Metro COG			
Address 1-2nd Ave N #232		City Fargo	State ND	ZIP Code 58102	
Email Address bgriffith@fmmetrocap.org				Telephone Number 701-532-5103	
Name (Please print) Chad Dubrue		Title/Representing self			
Address 6216 31st Ave N		City Glyndon	State MN	ZIP Code 55547	
Email Address				Telephone Number	
Name (Please print) Dawn Nygard		Title/Representing			
Address 102 Oak St		City Fargo	State ND	ZIP Code 58102	
Email Address CNygard@aol.com				Telephone Number	
Name (Please print) Ernest Nygard		Title/Representing			
Address 1102 Oak St.		City Fargo	State ND	ZIP Code 58102	
Email Address				Telephone Number	
Name (Please print) Bruce Senger		Title/Representing			
Address 508 13 Ave N		City Mnd	State	ZIP Code	
Email Address b.senger@msn.com				Telephone Number	
Name (Please print) Caroline Koppenhaver		Title/Representing			
Address 1206 4th St. N.		City Fargo	State ND	ZIP Code 58102	
Email Address				Telephone Number	

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 5 of 5

Meeting Location Horace Mann Elementary		Meeting Type Public Input		Meeting Date 09/16/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement					
Name (Please print) <u>Shauna Dubuque</u>		Title/Representing			
Address		City <u>Glyndon</u>	State <u>MN</u>	ZIP Code <u>56547</u>	
Email Address		Telephone Number			
Name (Please print) <u>ASH JENSEN</u>		Title/Representing			
Address <u>1320 ELM CIR N</u>		City <u>FARGO</u>	State <u>ND</u>	ZIP Code <u>58102</u>	
Email Address <u>ASHJENSEN@DUCK.COM</u>		Telephone Number <u>541-817-9024</u>			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			
Name (Please print) <u>LINDA LUCAS</u>		Title/Representing			
Address <u>1010 3rd ST N</u>		City <u>Fargo</u>	State <u>ND</u>	ZIP Code <u>58102</u>	
Email Address <u>lucaslinda@gmail.com</u>		Telephone Number			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address		Telephone Number			

September 18, 2025 Meeting

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 1 of 4

Meeting Location St. Francis de Sales Catholic Church		Meeting Type Public Input		Meeting Date 09/18/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement					
Name (Please print) <u>Randall J. Mertes</u>		Title/Representing			
Address <u>1217 15th Street North</u>		City <u>Moorhead</u>	State <u>MN</u>	ZIP Code <u>56560</u>	
Email Address		Telephone Number <u>218-329-7294</u>			
Name (Please print) <u>Ben Erickson</u>		Title/Representing			
Address <u>1208 20th St. North</u>		City <u>Moorhead</u>	State <u>MN</u>	ZIP Code <u>56560</u>	
Email Address		Telephone Number <u>218-329-8818</u>			
Name (Please print) <u>Micha Holmgren</u>		Title/Representing			
Address <u>1236 7th St N</u>		City <u>Moorhead</u>	State <u>MN</u>	ZIP Code <u>56560</u>	
Email Address		Telephone Number <u>218-296-2401</u>			
Name (Please print) <u>MERLE ANDERSON</u>		Title/Representing			
Address <u>2410 NORTH 4TH</u>		City <u>FARGO</u>	State <u>ND</u>	ZIP Code <u>58102</u>	
Email Address <u>MERLE.ANDERSON77@YAHOO.COM</u>		Telephone Number <u>701-222-0411</u>			
Name (Please print) <u>PATTY DOWLING</u>		Title/Representing			
Address <u>722-1457 N</u>		City <u>MOORHEAD</u>	State <u>MN</u>	ZIP Code <u>56560</u>	
Email Address		Telephone Number <u>218-233-6535</u>			
Name (Please print) <u>Florentine Varworn</u>		Title/Representing			
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Email Address		Telephone Number			

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 2 of 4

Meeting Location St. Francis de Sales Catholic Church		Meeting Type Public Input		Meeting Date 09/18/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement					
Name (Please print) <i>Jason Ness</i>		Title/Representing <i>RESIDENT</i>			
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Name (Please print) <i>Nicole Mattson</i>		Title/Representing <i>Mhd City Council</i>			
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Email Address <i>mitch.hoffart@gmail.com</i>		Telephone Number <i>701-318-3769</i>			
Name (Please print) <i>Karen Olson</i>		Title/Representing			
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Email Address <i>LUZEL.K@gmail.com</i>		Telephone Number <i>701-388-7876</i>			
Name (Please print) <i>Eric Hodgson</i>		Title/Representing <i>City of FARGO</i>			
Address		City		State ZIP Code	
Email Address		Telephone Number			
Name (Please print) <i>Kenny + Mike Carlson</i>		Title/Representing			
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Email Address <i>pcnster10@aol.com</i>		Telephone Number <i>7012059779</i>			
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Email Address <i>griffith@fmmetrocog.org</i>		Telephone Number <i>701-532-5100</i>			

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 3 of 4

Meeting Location St. Francis de Sales Catholic Church		Meeting Type Public Input		Meeting Date 09/18/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A			
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement					
Name (Please print) <i>Carlynn Stunad</i>		Title/Representing			
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Email Address			Telephone Number		
Name (Please print) <i>Richard Gunderson</i>		Title/Representing			
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Email Address			Telephone Number		
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address			Telephone Number		
Name (Please print)		Title/Representing			
Address		City	State	ZIP Code	
Email Address			Telephone Number		

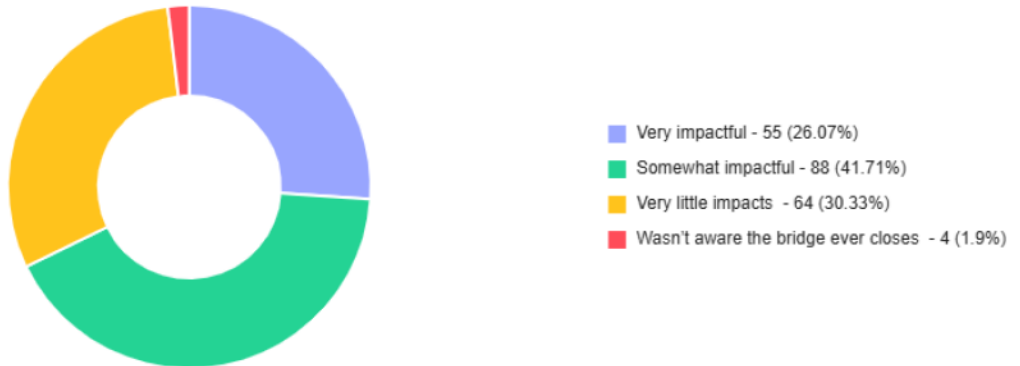
SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 4 of 4

Meeting Location St. Francis de Sales Catholic Church		Division/District/Consultant Houston Engineering/KLJ Engineering	
Meeting Type Public Input		Meeting Date 09/18/2025	
Project Number City of Fargo Project No. QR-25-B0		PCN N/A	
Project Description 12th Avenue N/15th Avenue N Red River Bridge Replacement			
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Email Address		ZIP Code	
Telephone Number			
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	
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Name (Please print)		Title/Representing	
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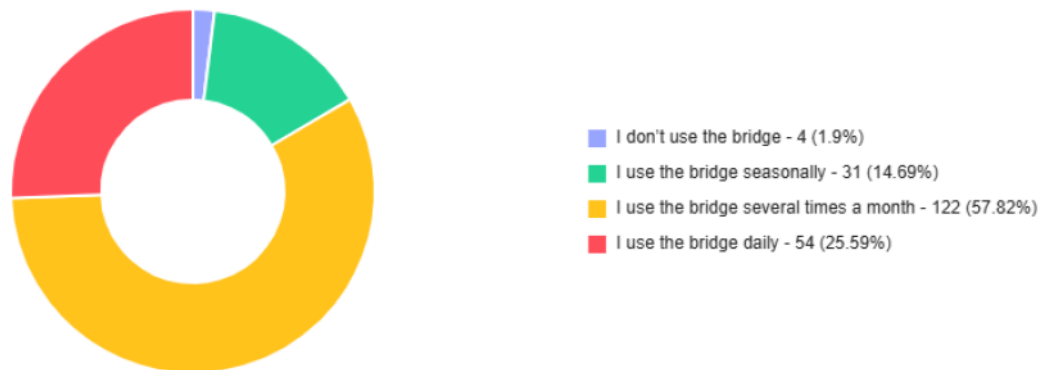
Appendix F
Survey Results and Comments Received

Survey questions and responses

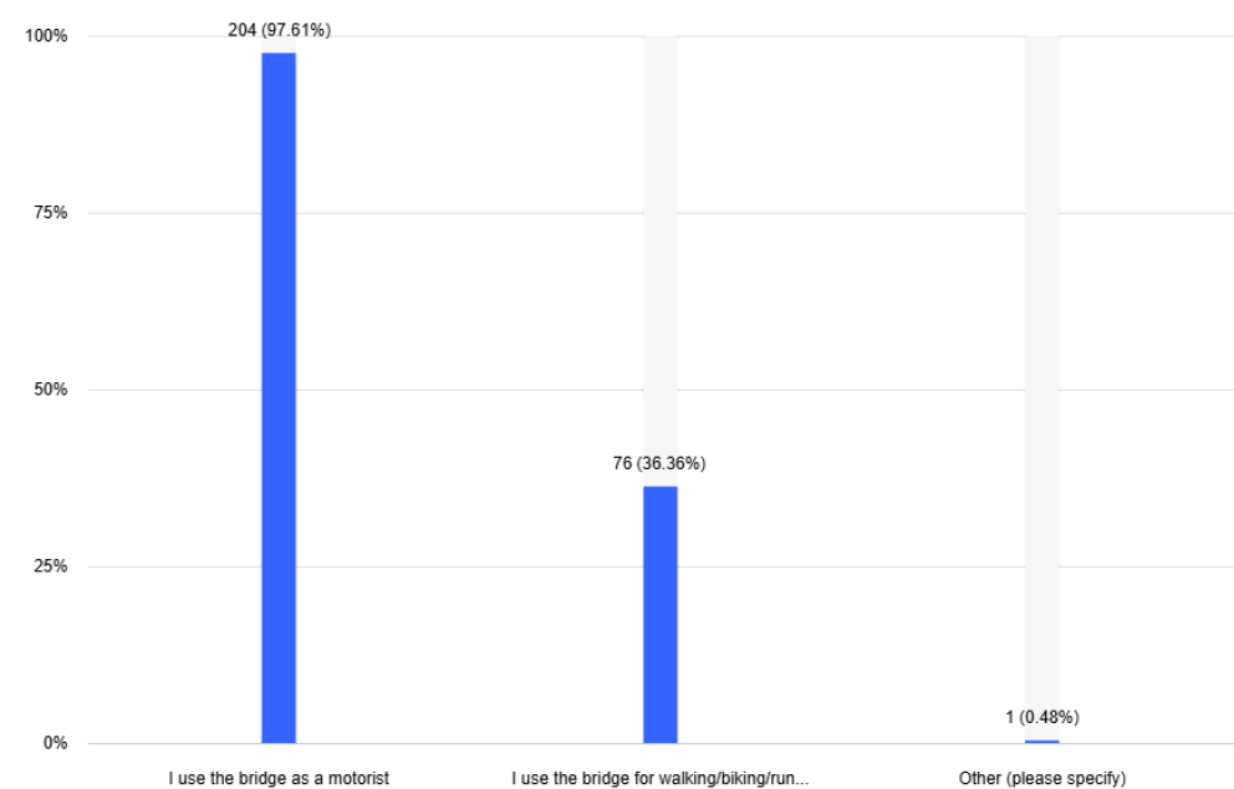
The bridge is at a high risk of closing when the river floods. How impactful is it to you when the bridge closes?



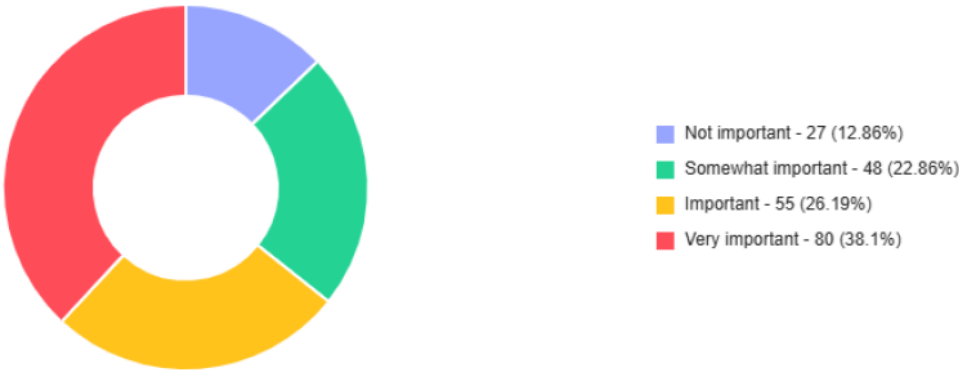
How often do you use the 12th Ave/15th Ave Bridge?



How do you use the 12th Ave/15th Ave Bridge (select all that apply)?



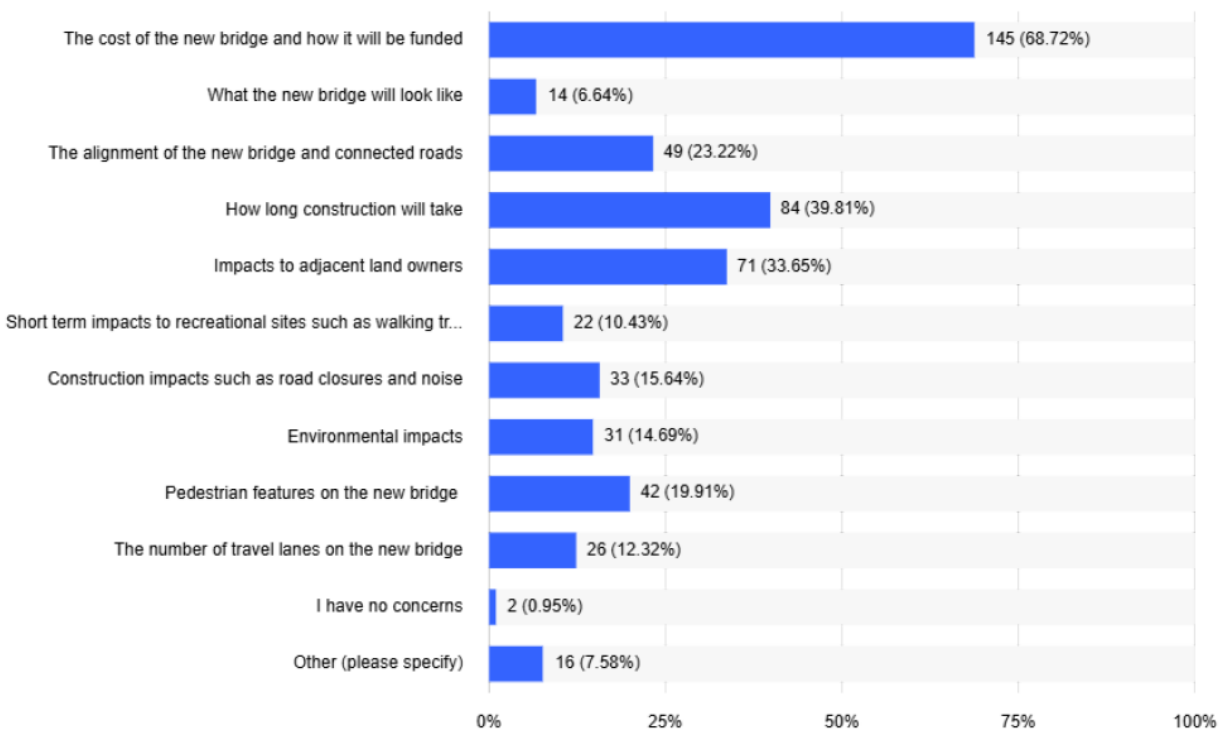
Please select the importance of maintaining and/or improving pedestrian facilities across and below the new bridge.



Do you support the construction of a new bridge that will be raised higher to reduce the potential for closure due to flooding?



What are your biggest concerns with the development and construction of a new bridge? (select your top three)



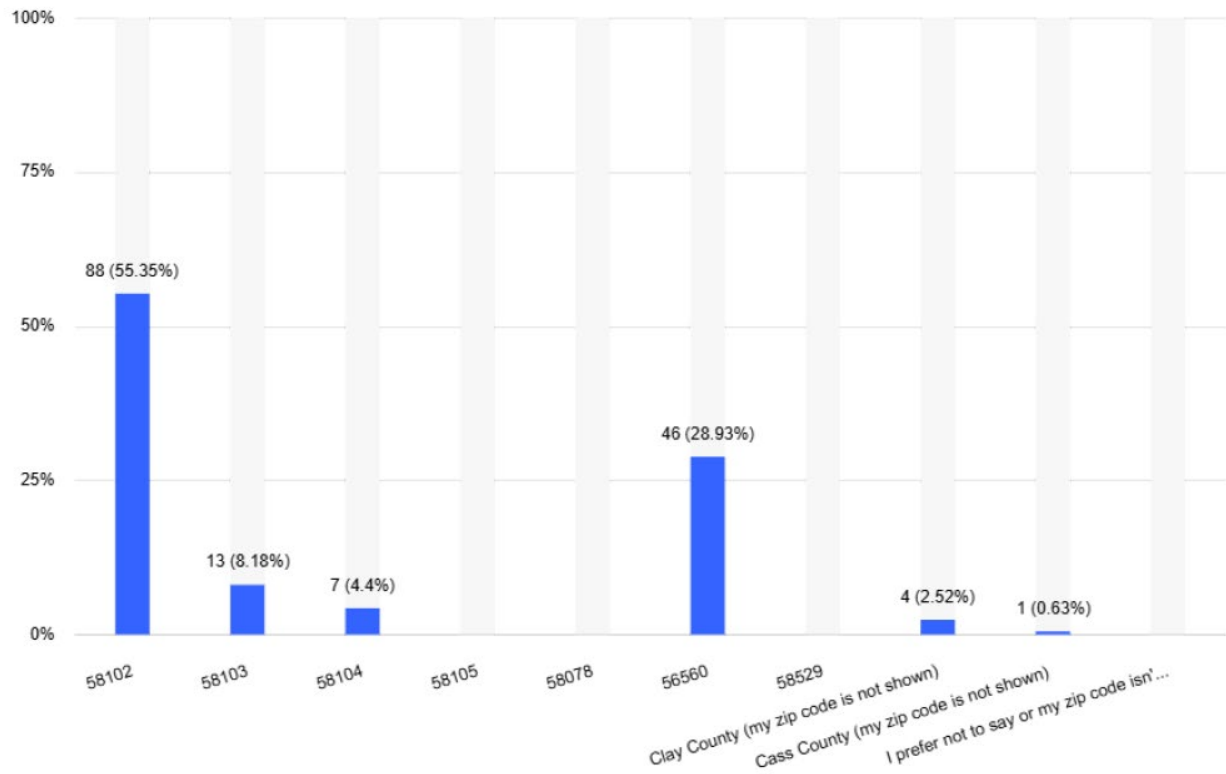
What potential intersection improvement would you prefer to see at the 12th Ave/Elm Street intersection?



Which bridge alternative do you prefer?



What is your zip code?



All comments collected virtual/in-person engagement

Survey comments: Other concerns with the development and construction of a new bridge
bridge must remain free of semi trucks or heavy vehicles.
i fear traffic volume and noise will increase in our neighborhood if the bridge is bigger.
impact of elm/12th modifications to pedestrian crossings of elm and car crossings / left turns for people on oak and 1st streets.
impact of pedestrians, not just on the bridge but on the fargo side of the bridge, particularly at elm street and 12th ave. i urge you to first consider safety issues for pedestrians and motorists. safety concerns must come before traffic flow concerns.
i use this bridge 4-5 times a week. unless it is structurally deficient, i do not see a need to close this for 2 years and spend the money. 6 weeks when it closes every couple of years, at most, vs. 104 weeks is 17 closures or ~20+yrs of correction.
new bridge? no. simply add height to deck using as much of original bridge, footings and pilings. cost!
potential increased traffic on 12th ave. it can't handle the current amount of rush hour traffic.
potential increase of noise, traffic, and loss of wildlife habitat.
removal of the toll increased traffic volume. how much will a new bridge increase traffic volume?
there at least needs to be speed bumps added. Would there be any sound barriers placed in our neighborhoods?

there is no need for a new bridge if the current one is still good for 30+ years. having to close 7 times in 16 years is manageable and the closures are only temporary
this bridge should be a toll charge again with dollars going to Moorhead as well as Fargo parks. the traffic that now uses this bridge is crazy with traffic blocked up to Broadway at busy times. i feel for the immediate neighbors.
we love driving and seeing the different animals in the open fields, that would be affected
whatever is planned to be built should not impact Jack Williams stadium property. input from post 2 should be of highest value when design plans are developed.
why wasn't this done when it was built? probably should fix Broadway bridge before replacing one that works!
won't the red river diversion keep levels low enough to avoid future closings? if the diversion doesn't lower the river level enough to keep this bridge open, what's the purpose? busy work boondoggle?

Survey Comments: Do you have other comments to provide to the project team?
Would like to see an option that incorporates floodwall to protect Jack Williams Stadium and its parking
Improving bike/ped access is critical. The current bridge is terrible for bikes and pedestrians. We need more space for bikes and pedestrians, including both sides of the bridge.
Rapid reconstruction with incentives for the contractors
I ride my bike over the bridge and would appreciate a wider pedestrian path.
I would leave the bridge alone. Much more important things to spend money on
Please consider timing it so that the 1st Avenue North underpass work is complete. There is already so much work being done on main thoroughfares in north Moorhead, that this alternative route being closed along with that construction would be very impactful.
A wider pedestrian/bike crossing with a solid railing would be much better than what is there now. The fence railing is in panels abd they shift in the wind. Scary. Also it's so narrow you cannot have a person going from each side and pass. The bridge over the river out on Wall St north is fabulous. It's easy to ride over and drive over and you can hope right on the trail.
Mini roundabout would be difficult for buses and delivery trucks serving the baseball stadium. Pedestrian crossing between baseball parking lots on both sides of 12th Avenue might be safer with a signal.
This area is a high pedestrian area. I do not support losing any parking for the baseball stadium due to this project- already in short supply and actually needs more parking. Stop light needed for pedestrian safety and to slow down the continuous traffic during rush hour making it impossible to exit the Jack Williams Parking lot. I do support keeping the bridge but 12th Ave in general needs better traffic management than stop signs.
I'm glad you're making improvements and not just shutting it down.
Fargo spends too much time and money on the south end of town. It's a shame that the north Broadway bridge was not replaced. Heavy traffic through an existing neighborhood is a poor plan. There's talk of closing the Northport Library. North siders pay taxes too.
If this bridge is safe outside of flooding once in a while, it should not be raised at this time.
Traffic flow at the current 4-way stop (Elm and 12th Ave) needs to be improved. At busy times, it is a pain. At slow times, the 4-way stop isn't warranted. More space/consideration for pedestrians is needed both at that intersection and for players/fans crossing streets from secondary parking area for stadium.
Don't bother.
The traffic on 12th Ave is increasing, and it's getting faster. There are a ton of accidents. Construction on the bridge needs to help calm traffic through this residential area.

I live just north of 12th Ave in Fargo and use the bridge several times per month. The idea that we should replace it because it needs to be closed for a few weeks every 5 years or so is complete waste of money. Please don't do it
Please do not lose parking availability for the Jack Williams Stadium. Also, the need for a higher bridge is not as necessary knowing the diversion will eventually negate the flooding impact.
Please provide alternate routes for biking/running when you do this.
I feel that moving the bridge in alternative 2 will affect the wildlife in the area. It would also affect the fishing areas. I like the area the way it is. Just raise the bridge. I use it every day for work as I live in Moorhead and work on 12th Ave. Do not put in a roundabout. Those of us that use it regularly know how to use the 4 way stop.
Don't. Raise. My. Taxes.
Prefer this project starts after the summer of 2028.
Please preserve Jack Williams stadium and Mickelson Park
With the diversion going into effect here soon are there still concerns of future flooding to this bridge? If so, then it would be smart to look into it, but there are plenty of areas in North Fargo impacted by the flooding (Elm street by El Zagal, Edgewood Golf Course and surrounding roads/parks).
Raise it where it already is if truly needed, but leave everything else alone! Don't impact the wildlife that we love seeing like wild turkeys, deer, etc. and don't force people to move out of their homes.
12 th Ave is listed as not being a truck route however numerous semis cross the bridge and then head west on 11th Ave. I would like to see a study done as not only how many cars cross the bridge but them how many detour off of 12th Ave. With fewer stop signs and those present ignored it is the Indy 500 on 11 th Ave from Elm to Broadway. With a new school being built on the Horace Mann site how will this affect safety as there will be more students and cars.
Fargo is the traffic bottleneck. Fargo needs a comprehensive plan for 12th Ave. N and Elm St. Lacking such a plan, improvements to the bridge will worsen already-bad congestion. Also, the bridge is woefully inadequate for pedestrian/recreational use. The sidewalk barely allows two pedestrians to pass one another. Other uses such as biking and fishing are impossible. Any new bridge should have extensive support for pedestrians, bikes, and maybe even fishing both OVER and UNDER both sides of the bridge. Moorhead should also consider a second paved bike path on the north side of 15th Ave. Fargo should consider how bicyclists will be accommodated in whatever new traffic control is installed at 12th and Elm.
I bicycle over the bridge every day. I bicycle on the road since the sidewalk is too narrow to safely bike. I'd like to have a bike lane or off road bike path that is wider than the current narrow pedestrian walkway.
As Stated, unless the bridge is damaged or needs to be replaced, this doesn't seem needed. The intersection can use a roundabout or some improvement at Elm Street yes, but to re align and Raise the bridge is a huge undertaking that isn't warranted. As stated above, in the worst case scenarios, it is closed for up to 6 weeks but that is a rarity. Likely you are trying to make up for 25 years of closures with 2 years of construction closures. PLUS the actual cost of the bridge. Rebuild North Broadway and get the traffic back down on this bridge. That has had a more notable daily traffic impact than the flood detour.
Could a temporary bridge be in place during construction? Could a second/additional bridge be built vs a new bridge? (Keep existing, have another bridge built, for example, where the footbridge is connecting Oak Grove park and Moorhead?) Lift bridge? Keep sweet little North Fargo connected!!! Thank you
I think just making sure we can still see the river and making sure it isn't hideous....I think making it a feature that looks better and is safer is a great idea.
Please do not increase the number of lanes on this replacement - the impacts on the properties on 12th Avenue is already significant and it cannot handle more traffic responsibly.
We need this bridge to keep traffic and growth in the north area properly developed.
I'm very glad the city is going forward with this project. There have been too many years flooding has closed the bridge and affected travel times for everyone.

As a resident of the one of the neighborhoods being affected I do know something should be done to help the pedestrian portion of the bridge. I'm concerned that there is no plan in place to fund the bridge and the burden will be pushed onto the property owners in that area. I'm also concerned because one of the main reasons that we moved to this area was that it was quiet and there was deer, turkeys, and other wildlife with only moderate traffic. We have seen the impact of projects to improve only serve those not in the area for their convenience of getting through faster but causing issues for the people actually living there. Without seeing a design of the proposal and having funds that don't come from the residence in the area I can't in good consciousness support this. I feel that if this is something that is being looked at you should be providing the citizens with a more detailed picture/ plan.
There needs to be a bike lane on the bridge. Not shared with pedestrians. A lot of cyclists use this bridge and its dangerous, the current driving lanes are too narrow, drivers speed and the current sidewalk is too narrow, a pedestrian and bicycle can't meet, the walkway is too narrow.
Add sidewalk and bike lanes to the greatest extent possible. That area needs a bridge crossing for pedestrians and bicyclists.
Same comment I left on the map, so pardon if I'm being redundant--the current pedestrian/bike lane, while protected (yay!) is too narrow for two-way bike traffic, and visibility is extremely limited when approaching from the west, leading to many head-on collision scares at the west end of the bridge. Just a few feet wider would make a big difference.
If the bridge is not failing; I do not want to pay using my local, state or federal tax dollars to replace a bridge that is structurally sound. Now, if the bridge needed major repair and not safe, sure that is a great time to replace and look at making changes. Flooding is a short term inconvenience. People are tired of the government spending money on items that are nice to have, but not necessary when we don't have the money and its not a priority compared to more important items. Maybe add another bridge on the south side of town instead between 52nd and interstate seems like more people would prefer paying for that if there was a choice. But ultimately, I prefer not to redo a bridge for a week or two inconvenience.
My concern is who will pay for the construction. And, with the diversion in place, will raising the bridge be necessary? And with a new bridge, would truck traffic be allowed as it is not currently?
If you can't afford to pay for it, why waste grant money to plan for it. 6 weeks in 16 YEARS, does not seem significant (0.0071%). Money should be directed for improvements which impact more people, a minor and extremely rare inconvenience does not seem to be a significant problem.
This is a complete waste of money and time. I would expect that construction will close the bridge for longer than a month. Once the diversion is finished how likely is a flood? What I read indicated a 6' reduction in river level. My guess is that replacing the bridge will result in more lost days than not replacing it.
Please get this done
There are many deer that utilize the meadows on either side of the bridge/street on the Moorhead side of the river. It is a beautiful area to walk and enjoy! I think it would be terrible to impact their environment because motorists might have to go a different route a couple weeks a year IF the bridge closes due to flooding. I've lived here 11 years and it hasn't bothered me a bit. Save the money the project would cost and invest in the citizens of our town.
Worry how long it will take. Bring back the old. Will trucks be able use the bridge? Love that there is weight limit now so no trucks.
Put the toll bridge back now more traffic problems
I use that bridge weekly, have for almost 2 decades, & feel the proposed project is not necessary. Please do not install traffic lights there, & by all means; do not create a roundabout. Those things are a nightmare & will cause nothing but unnecessary problems--especially during the long, harsh winters out here. Nobody knows how to conduct themselves properly in one, the area is far too narrow, & it isn't required to begin with. Please do not fix what isn't broken.

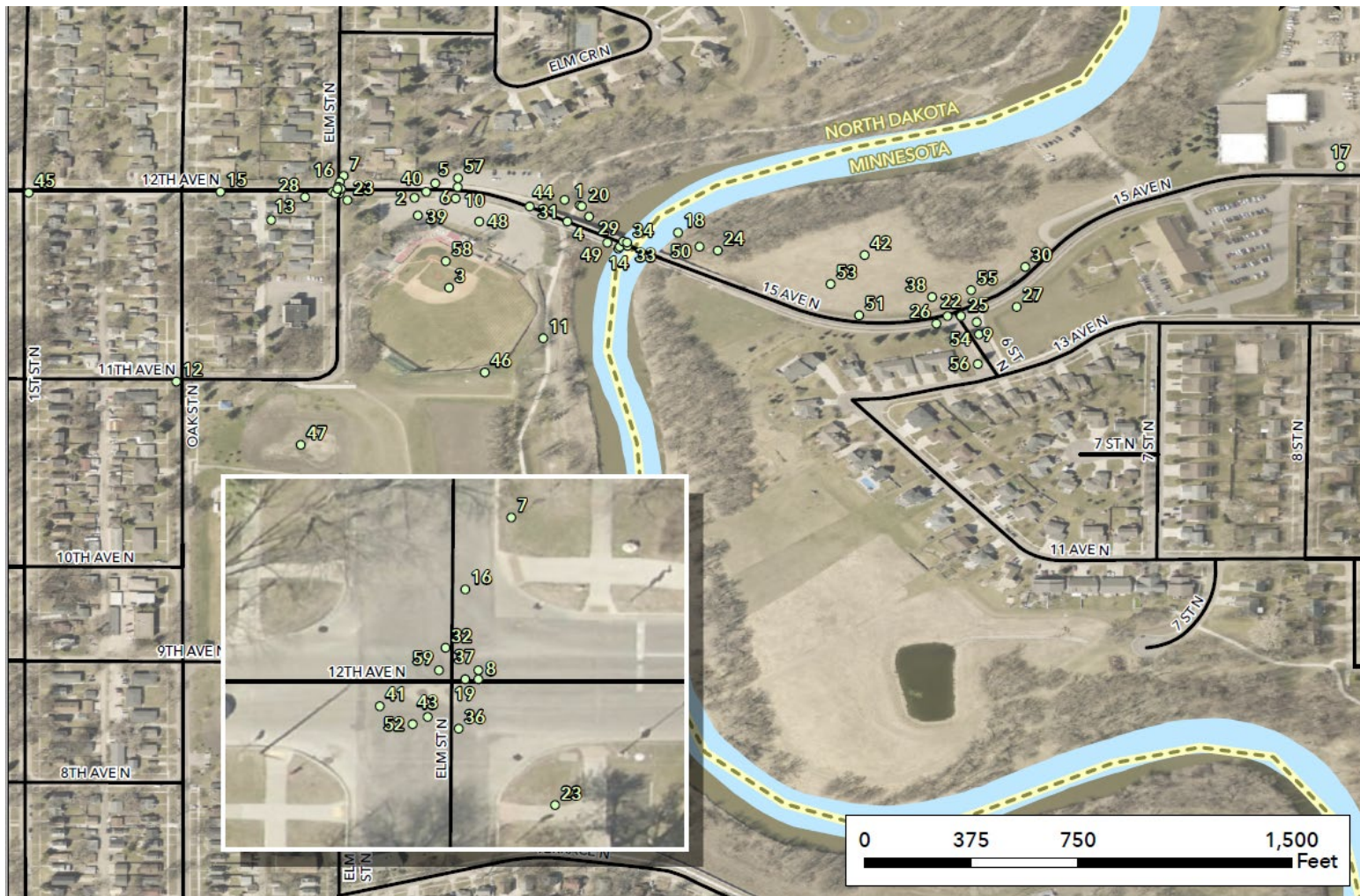
Thank you for presenting this information.
As a resident of the Bridge view addition in North Moorhead, I am concerned about excessive specials assessed to my property. Also the bridge is needed, but also it should go to the north so the residents are not negatively affected.
The mini/low profile roundabouts are 'iffy'. It seems people will tend to drive over them, either on purpose or accidentally. Yes, regular users will learn how to navigate them, but there are plenty of 'non-regular' motorists as well. I'm not a big fan of similar roundabouts I've come across in Pelican Rapids and Detroit Lakes, MN
A new, higher bridge that does not get flooded is important for both cities.
This is an important northern connection of Fargo to Moorhead. I look forward to the pedestrian features as well, since the current path is so very narrow. Thank you for this initiative.
Clarity on how this is being funded needs to be shared with both Moorhead and Fargo residents before this moves further.
The Pedestrian Lane needs to be wider for opposing bikers/walkers don't need to worry about hitting each other or waiting to continue. Also, some sort of protection
If a new higher bridge can be built north of the existing one WHILE keeping the current bridge open then that would be ok. But it's that elm street intersection that needs help. Not much room to make right turns next to a car going forward.
Again, why are we even considering redoing this bridge? This is money that could be used for other projects. The bridge is good for 30+ years as it is and to only have been closed 7 times in 16 years is not that much. Unless those 7 times have been in the last 10 years and it is anticipated that the bridge will have to be closed almost every year going forward during flooding. Please be a bit more responsible with grant and tax money. Thank you.
With the new diversion completing soon, isn't bridge closing due to flooding a non issue?
Minimal flooding disruption now. After \$3B diversion then no flooding impact. STOP WASTING MONEY. DO NOTHING! IF YOU MUST SPEND MONEY THEN REOPEN THE N. Broadway Bridge in Fargo.
Lv as is with only needed fortifications.
Cyclists and pedestrians often experience congestion and conflict on the bridge, especially during peak hours and seasonal transitions. Any redesign should prioritize mixed-use access not only on the bridge itself but along all approaches, ensuring safe, intuitive passage for people walking, biking, or using mobility aids. Designated lanes or buffered zones would reduce conflict and allow each mode to move with dignity. These must include physical separation—not just paint—between mixed-use paths and automobile lanes. Year-round usability is essential—lighting, snow clearance, and ice mitigation must be built into the plan specifically for the mixed-use path. It is not acceptable for automobile lanes to be plowed at the expense of pedestrian and cyclist space; snow should never be pushed into these lanes. Please consider benches or overlooks to make the bridge a destination, not just a crossing. Tactile surfaces, audible cues, and clear wayfinding would support users with sensory or visual needs. As a connection point between communities, the bridge could anchor a small park or gathering space—especially on the Moorhead side, where fishing is already popular. The bridge spans more than water—it connects lives. Let it do so with beauty, safety, and inclusivity. And let it reflect the truth that people-sized movement is not fringe—it's foundational.
With the 2+ billion dollar diversion plan, this puts the bridge out of the flood plain, right? So it won't be impacted by flooding anymore. Or is the city expecting the diversion to not work or not be finished? What morons.
We bought our house in the summer of 2020. At that time there was not the traffic volume on 12th Ave N that there is now. Our driveway is on 12th Ave N and during rush hour it is difficult to pull out onto the road because of how backed up it gets. It would be nice if the new design alleviates that issue. However, it would be awful if people lose their homes if a roundabout is put in there.
Would not support project if there were special assessments on local property owners.
Buyout the property on the northeast corner of Elm and 12th (this home is actually for sale), and use option 2 and a temporary approach, and the original bridge can remain open while the new bridge is constructed.

The stop signs work just fine. NO lights or roundabout necessary. I use this intersection daily.
Thanks for considering pedestrian/bicyclist needs. Currently at peak traffic times, it is hard for people on Oak and 1st Street to cross or turn left on 12th Avenue. I am concerned that a traffic circle would make the situation worse. This should be studied. As a pedestrian, I'm concerned about challenges in crossing Elm or 12th Avenue at a traffic circle. Currently with stop signs, cars have to stop and then let me cross. Thought should also be given to how pedestrians and bikes using the new bridge access the north/south multipurpose trail along the river.
With the new FM diversion, is the bridge still likely to close due to flooding? A roundabout on the Fargo side is a good improvement even with the existing bridge.
First point - I long for the days when the bridge was a toll bridge. For our neighborhood that helped reduce the noise and traffic issues. Even if it was .25cents to cross the bridge that would be helpful! Second point - our neighborhood (we live on Oak St. down from the golf course) has lots of pedestrians walking with strollers and dogs...please keep the intersection at 12th and Elm safe for the pedestrians (a roundabout) there would be hazardous for children and adults! As far as walking paths under the bridge - for myself (female walking with a small dog) it is dangerous for me to walk there with the vagrants that do drugs and camp down there.... thus, I walk in the residential areas to be on the safe side. Third point - moving the bridge north would involve losing the beautiful trees that are in that area...please keep the landscape intact. Thank you.
No more special assessments for a project such as this. Get state or federal funding to replace special assessments, or have businesses pay the local assessment. In case you forgot, the initial building of this bridge caused a lot of controversy. In other words, the two cities existed before this bridge did and most likely will continue to function without it.
I use this intersection 2x a day during the week. I generally like roundabouts, but I think a mini roundabout is asking for crashes. The area is just too tight for a roundabout to work with the volume of traffic during rush hours. There isn't a margin for error. Yes, traffic backs up on 12th and Elm at the end of the day, and traffic lights could fix that. But the stop signs get the job done, and most people are cautious and courteous. (2) Re
raising a bridge that has only flooded 7 times in 16 years is not a necessary expense. The diversion also will reduce the flooding occurrence. There is no reason to replace a functioning bridge.
This is an important and overdue project. There are limited pedestrian options to cross the river, so pedestrian access is important. Removing the bridge from the SFHA may also lower BFE's in the area, so that would be helpful. I regret the loss of open space, but the northern alignment is preferred due to likely increased traffic volumes.
1. Once the diversion is completed, why is it still necessary to raise the bridge? 2. How is the city of Fargo planning to cover the cost? I live on 15th Avenue North, would I be in a special assessment district? Special assessments are already too high!
I don't understand why we are still working on flood mitigation. Yes the bridge closes during a flood. What is the purpose of the very expensive diversion project? Fargo has no \$\$ for this. The bridge is congested during rush hours which is to be expected. A mini roundabout sounds absurd. I love roundabouts but they don't help a whole lot when congested. Folks don't know how they work.
We have lived in our current North Fargo home for 46 years and use this bridge multiple times per week to visit my elderly mother-in-law who lives in North Moorhead as well as to shop at Walmart, and to access Hwy 75, as we travel to our lake home in Becker Co., MN.
If the bridge is structurally sound and has a 30 to 40 year life span still, why does it need an update now? When flooding closes the access which is not even yearly, the traffic simply finds an alternate route. I do not see the need to impact the neighborhood and potentially increase traffic. One thing to consider is to restrict access for heavy vehicles to keep the bridge viable.
Whether a new bridge is built or not, the existence of a bridge is necessary.
Need more information about "need" for a new bridge vis-a-vis the Diversion project impact on potential

flooding.
I do remember when the BRIDGE had a toll. WHEN discontinued Toll very Smart Idea cause helped Working Individuals use of DAILY.. Against the Mini Round About. Keep much as we can for The Area.. Beautiful every SEASON, the way it is..
Once the diversion is completed what is the possibility that there will be flooding at this point in the river. Before replacing see what impact the diversion will have.
With the Red River Diversion is it necessary to raise the bridge?
Won't the diversion being built prevent this from flooding again?
No specials.
When the diversion is completed will this reduce or eliminate the need to replace the 12th Ave/15th Ave bridge?
Leave it alone and replace Broadway Bridge!
We have many needs for our public funds, and this bridge has many years of life left in it. We have three other bridges through downtown with higher clearances if needed during floods. With the diversion nearly complete, there may be less flooding anyway. I'd rather use the funds for other more critical needs in Fargo-Moorhead.
For many years, that is the bridge I have used as a runner, walker, and biker to go from fargo to moorhead. The route is fabulous! I would love to see consideration given to ensuring foot traffic is preserved on this new bridge. Thanks!
The options for supporting a new bridge did not give my opinion. I don't think that the bridge needs to be replaced just to make it higher. I think the current bridge should be maintained for at least another 15-20 years and then be replaced. When replacing it, it should be made higher to move it out of the flood plain.
I think update the bridge further north that was removed some years ago and not replaced
No one has seemingly mentioned how the diversion would be affecting the recurring flooding, thus making the new bridge not a necessity.
If you're going to do it, do it right so more improvements aren't necessary down the line again.
It is important that Jack Williams is not negatively impacted by the new bridge. The stadium needs to continue to function as is. I'd like to see a safer crossing between the north parking lot and the stadium. The players are usually crossing a busy street. Also, Elm street in front of the golf course needs to be addressed. If the 12th Ave. bridge is closed, then Elm is closed as well. Both need to be addressed. I really like the idea of a roundabout at the 12th ave and elm intersection. I've been thinking that would make sense for some time now. Good to know others see that as an option.
The 12th/15th Ave bridge connects residential area in both cities and should not become a higher volume thoroughfare. The Main, Center and 1st Ave. bridges and roadways have had the number of traffic lanes reduced and motorists are finding it slower to traverse between and across the cities. I would prefer to see the cities look to increase traffic flow in the downtown corridors. Also decisions should be made on the North Broadway bridge rather than another year of indecision and no action.
When will this project likely start and how will this be funded?
Hope structure can be prefab any other method to reduce replacement time.
I do not feel that bridge replacement is necessary. 12th Avenue is too busy already. A new bridge further north on the Red River should be rebuilt before replacing this one. Too many trucks which shouldn't even be there in the first place (semis).
Use whatever alignment is more cost effective. We pay too much in taxes already. And same with the cost of the bridge. There is no point in studying it if it can't be built, waste of time and money. Funds should be secured before the study is done. 1.5 million is a lot for nothing.
Wouldn't the new red river diversion minimize flooding over the 12th Ave N bridge in the future?
I like the roundabout idea and anything that helps keep the speed down to the speed limit. I would like to see the roundabout have a centerpiece on it raised within 3 feet of the edge to better mark the roadway and avoid drivers going over the roundabout. If drivers are in vehicles too large, such as large trucks (semi) or large pickups

with trailers they should use alternate routes anyway. I am concerned about pedestrian walk way being maintained and would like it about where it is. Foot traffic from the ball park is frequent and the parking lots are only full a few times a year. Usually around half the parking spaces are taken for most games. Visitor buses (players) and local players can park across the street and walk to the park allowing any families and customers of the ball park all the parking spaces on the south parking lot. I prefer option 2 the north alignment and would like to see the existing roadway moved back to nature make into a bike/walking path to connect south to the Moorhead trail at Homestead park. If this project is done, no specials should be assessed but paid by the cities as a whole if the local share is required. This is cemented by the prior Moorhead and Fargo City Councils approving the bridge level at the current elevation when built. The actual major floodstage has not changed much since that time. If it was good enough then it is now as well if local share is required by the city of Moorhead. No special assessments are justifiable.

Not sure this is really needed. I'd like to see what the opportunity cost is, what wouldn't get done if this project gets done.



Interactive Map Comments	
Label	Comments
1	Need to maintain pedestrian access
2	Very difficult to get out of parking lots
3	Develop floodwall to protect Jack Williams Stadium
4	NO COMMENT
5	Pedestrian crosswalk between parking lots can be dangerous to cross with speed and angle of traffic coming over the bridge.
6	Traffic congestion during peak travel times in morning and evening makes exiting the baseball parking lots difficult.
7	High pedestrian area
8	lots of traffic going through this intersection. High number of traffic accidents here.
9	usually a line here of people waiting to get onto 15th heading west
10	Traffic gets backed up from 12th and Elm St
11	Add Floodwall to protect Jack
12	Difficult 4 way stop with people not always being considerate drivers
13	Increased traffic with total disregard of the stop signs. Dangerous for athletes and families to get to the park safely when they need to park on the street for games
14	Existing sidewalk is extremely narrow, and useable width is reduced by bent fences. Suggest MUCH wider sidewalks on both sides of bridge to accommodate pedestrians, bikes, and even

	fishing / bird watching (stationary use).
15	During afternoon rush hour, congestion can stretch all the way to Broadway. Fargo needs to consider traffic control ALL along 12th Ave, not just the intersection of 12th and Elm. I love the 'neighborhood feel' of N. Fargo, but let's be honest - 12th Ave. is becoming an arterial road.
16	Concerned about pedestrian and bicycle accommodations at this busy intersection
17	Bikers have to cross a busy road at this location with no traffic control and poor visibility (hill + curve). Suggest bike paths on BOTH sides of 15th Ave.
18	With new alignment, consider paved pedestrian path under the bridge and connecting to Moorhead boat launch.
19	Something other than a four way stop is needed at the intersection.
20	We utilize the paths on a regular basis so maintaining or improving them is important.
21	Current bike/pedestrian path is only wide enough for a single bike at a time.
22	Additional traffic caused by the potential proposal could increase noise and safety of residence in that area.
23	Additional traffic caused by the potential proposal could increase noise and safety of residence in that area.
24	Potential for loss of wild life habit.
25	Impact to the neighborhood entering and exiting dependent on how the new bridge would be set up.
26	Increase in traffic increases the risk of injury to pedestrians.
27	Cost to residence in the area.
28	Cost to residence in the area.
29	The citizens of the United States are just in the final stages of spending over \$4 BILLION on flood control around the cities of Fargo Moorhead. Meanwhile, the cities have decided the Broadway Avenue Bridge is not necessary. I submit that raising this bridge is not necessary. A few weeks interruption due to flooding should be few and far between with the construction of the F-M Diversion Project. So this money is NOT necessary for public convenience. Plus, given the history of civil engineers to properly account for the soil conditions of the Red River soils, I have little confidence that a) the project estimated cost will be within 10% of the actual cost; and/or b) the project will last 100 years without significant settling problems that will encumber further costs to maintain such a project.
30	Add bike lane
31	Connect a bike lane on the bridge with the existing bike paths. Without riding through the Jack Williams Stadium Parking Lots
32	provide a stop light for bike and pedestrians here that prioritizes them over cars. Like they install in the Netherlands and Denmark.
33	If we're redoing this bridge, can we spare a thought for the pedestrian/bicycle lane? The current lane is too narrow for cyclists to pass one another, and when approaching from the west, the chain link blocks the view onto the bridge until you're practically on it. I've had many near misses of head-on collisions on this bridge, which I take via bike daily in the warmer months.
34	with the diversion, will it be necessary to raise the bridge?
35	would truck traffic be allowed?
36	traffic gets backed up now. will they be adding traffic signals?
37	The intersection becomes congested during morning & evening commutes
38	Seems like a fairly tight corner to navigate in slippery conditions
39	Not necessary to add traffic lights nor roundabout. As a citizen who has been using the bridge once a wk for almost 20 yrs, I feel it is unnecessary & would cause more prblms than it is worth.

	Winters are far too long out here, which would impede drivers being able to get thru roundabouts safely & the area is far too narrow to even require a roundabout. It's not a big city, it's a small town. Please don't install a roundabout or traffic lights; not needed.
40	The replacement bridge should not encourage more traffic to use the route, since the roads on the Fargo side are not planned nor intended to be heavy volume.
41	Concerned about current traffic congestion
42	long curves, straighten the road.
43	Concern about how pedestrians cross Elm or 12th Ave at peak traffic if a traffic circle is put here.
44	Currently this is where bridge crossers can access the multipurpose trail along the river. Where does this point move to the new bridge. Could steps or a ramp be included so pedestrians don't have to go too far west?
45	It is currently hard to make left turns or cross 12th Ave during peak traffic. Does a traffic circle make the situation worse?
46	NO COMMENT
47	NO COMMENT
48	I want to express concern that Moorhead does not want to be assessed for this bridge and yet they will benefit from it. And Fargo would end up being assessed for it? Really unfair. This should be paid for 50/50 by each city
49	Same place just higher. It should Have been done First Time
50	I don't feel there is any need to remove forested areas just to move the bridge a few feet. it is very functional as is.
51	Use this alternative so minimal disturbance to existing homeowners and to move the noise a little further away from residences. Also, it straightens out some what the traffic flow!
52	Intersection is busy enough for stop lights or roundabout
53	Prefer this straighter route for easier winter driving
54	Painfully obvious safety concerns, that's why the PIN is placed here. This road (6th ST N) must be closed if the bridge is raised 15 to 20 feet. It will be 3 to 8 feet below grade and will intersect next to the bridge deck. Very unsafe. The increased cut-through traffic will negatively affect the residential neighborhoods.
55	If this side street is allowed to be connected to the bridge deck at the raised elevation it will be difficult to take a left turn across traffic to travel west into Fargo. It is already a cluster at morning and evening rush hour. Force the cut-through traffic to stay on the arterial and collector roads, where state aid can pay for the repairs. Keep them off the residential streets.
56	There is no reason to keep this side street open. There are no utilities located underneath it, and there are already two pathways in and out of this adjacent residential neighborhood.
57	The crossing at this point can be dangerous for players and fans when they park in the north lot. Assuming the bridge will be raised up, can a walkway beneath the road be created? Not sure what the elevation is at this point with the proposed bridge.
58	This project should only be considered if it enhances Jack Williams. Anything taking away from the stadium needs a veto.
59	This needs to be addressed. Very busy. I like the roundabout idea. Would allow for nice traffic flow.

Email, mail, written comments
Jeremy McLaughlin---Either Stop and Go lights or a roundabout is needed at 12th Ave and Elm street. Elm street north needs an upgrade too so it doesn't flood so often. A large number of cars use that street to multiple places in north Fargo.---Del Sanders
Part 1: Here is input on the bridge project: Funding - EZ Pass toll would be most fair to fund by the users to cover construction loans and ongoing maintenance. It could also address the current illegal truck use by recording vehicles and weights for assessment/fines if commercial traffic continues to be restricted, or if plans for trucks will help assess more fair user fees with higher tolls based on weight/axles. Minnesota is a member of EZ Pass - I have a transponder - and would be easy for ND to join. Traffic counts are up dramatically, and when the toll was removed, Engineering said they would develop a more efficient route to downtown which did not happen, so if downtown and NDSU are primary destinations, perhaps move the bridge slightly South and develop a more direct traffic route to downtown, or move slightly North and develop a more direct route to NDSU via 14th Ave. Both options would allow the current bridge to remain usable during construction. If route continues to be 12th Ave in Fargo, improvements need to be made for pedestrians/crosswalks. Several close calls, and many drivers use rolling stops. The bike lane should be removed and parking put back like it was before the bike lane since ample parking is impacted by winter no parking rules.
Part 2: Parking on 12th Ave may also help slow speeding traffic. The current bike lane is unsafe, and rarely used since bikes are not preferred on congested streets. There should be a separate bike/pedestrian crossing, or perhaps keep the 12 Ave Bridge for that purpose, move the car route North/South, and make improvements to 12th Ave for increased bike and pedestrian traffic. The increased traffic has also increased noise, pollution, and dirt/dust affecting homeowners along 12th Ave, primarily caused by the start and stop of cars every block for stop signs with impatient drivers showing their frustration by racing to the next stop. Consideration should be made to improve traffic flow. There is a new school being constructed one block from 12th Avenue, so safety and environmental concerns need to be seriously considered in any plan. Sorry I could not attend the meetings due to my work schedule, and I appreciate the opportunity to provide input. I could go on and on, but will end with just these comments. I would be happy to elaborate further if desired - just let me know. Jeff Koppenhaver
I like it. Prefer the stop light, no mini roundabout. Thank you for engaging with us.
Too much traffic in the morning from MN and evening from ND (12th Ave and Elm St) to support a roundabout. 4-way stop isn't the best situation either. Traffic backs up for several blocks especially on 12th (NDSU) also on Alem (VA). Difficult for residents to get out of driveways on to the street. Put the toll back. How are you paying for this? No Specials!
Roundabout in Fargo seems it could be dangerous to pedestrians near the ball diamond. Bridge is a good idea. Need speed control on Moorhead side.
I think this project is totally unnecessary. I'm sure there are many more worthwhile projects to pursue.
I attended the meeting Tuesday and appreciate the attempt at public input and feedback. It was unfortunate that the City of Fargo didn't have representation in attendance to hear neighborhood concerns. I have a home on 12th Avenue in North Fargo. While I fully understand that it is a through street, I have significant concerns about the bridge project and corridor in general. Traffic volumes are up significantly in the past 10 years and will likely continue to grow. Traffic backs up for blocks at multiple times on weekdays. I ask to know the traffic management plan. We have elementary kids crossing 12th Avenue and there is limited access to safe crossings. The school district is building a new, much larger school on the Horace Mann site that will undoubtedly increase the number of student crossings AND increase the number of busses and cars using 12th Avenue to access the school – the attendance area will extend to the Roosevelt and Madison neighborhoods; necessitating much more traffic. This is an issue that didn't seem to be on anyone's radar at the

meeting. 12th avenue is currently not a truck route. Enforcement seems minimal and there is regularly tractor-trailer truck traffic (jake-braking!) on the avenue, especially on weekends. There is no destination off 12th avenue that requires truck traffic, but they drive through. I am hopeful that 12th avenue continues to NOT be a truck route. Might I suggest traffic cameras at the bridge crossing to monitor and enforce truck traffic? Routing truck traffic from the industrial park in North Fargo through a residential neighborhood seems like a plan for tragic outcomes and air quality issues. Regarding the eventual funding of the construction of this bridge there was no answer. I do not think it is acceptable to make the residents of the neighborhood pay for this bridge – I most certainly do not benefit from its construction nor improvements to avoid flood closures. These will only exacerbate the problems we currently experience. It does not seem that the city has any plan to mediate the negative effects on the neighborhood of the increased traffic in the corridor. The excessive speeds, noise, and air quality should be issues that the city tackles before making improvements to the bridge.

COMMENTS



Tuesday, September 16, 2025

Fargo, ND

12th Avenue N & 15th Avenue Bridge Project

Take the survey



Please Print

NAME (OPTIONAL)

Tracy Warkentine

ADDRESS (OPTIONAL)

1123 4th St N - Fargo

Please use the space below to provide comments regarding the 12th Ave N & 15th Ave Bridge.

I like it. Prefer the stop light w/
mini round about

Thank you for engaging w/ us.

Please leave comments with meeting conductors or by mail. Comments are also being collected through a survey available on the project website at <https://www.fargostreets.com>. Please have all comments in by

October 3, 2025

Jeremy McLaughlin
Houston Engineering

EMAIL

12thAveBridge@kljeng.com

ADDRESS

1401 21st Ave N.
Fargo, ND 58102

PROJECT WEBSITE <https://www.fargostreets.com>

(FIND PROJECT WITHIN THE "FARGO STREETS - FUTURE PROJECTS" CATEGORY)

COMMENTS



Tuesday, September 16, 2025

Fargo, ND

Take the survey

12th Avenue N & 15th Avenue Bridge Project



Please Print

NAME (OPTIONAL)

ADDRESS (OPTIONAL)

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October 3, 2025

Jeremy McLaughlin
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EMAIL 12thAveBridge@kljeng.com
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COMMENTS



Thursday, September 18, 2025

Moorhead, MN

Take the survey

12th Avenue N & 15th Avenue Bridge Project



Please Print

NAME (OPTIONAL)

Penny & Mike Carlson

ADDRESS (OPTIONAL)

628 11th Ave N Moorhead

Please use the space below to provide comments regarding the 12th Ave N & 15th Ave Bridge.

Roundabout in Fargo seems it could be dangerous to pedestrians near the ball diamond.

Bridge is a good idea

Need speed control on Moorhead side.

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COMMENTS



Thursday, September 18, 2025

Moorhead, MN

Received

SEP 24 2025

Take the survey

12th Avenue N & 15th Avenue Bridge Project

Houston Engineering, Inc.



Please Print

NAME (OPTIONAL) PATTY DOWLING

ADDRESS (OPTIONAL) 722-145th Moorhead

Please use the space below to provide comments regarding the 12th Ave N & 15th Ave Bridge.

I think this project is totally unnecessary
I'm sure there are many more worthwhile
projects to pursue.

Please leave comments with meeting conductors or by mail. Comments are also being collected through a survey available on the project website at <https://www.fargostreets.com>. Please have all comments in by

October 3, 2025

Jeremy McLaughlin
Houston Engineering

EMAIL
ADDRESS

12thAveBridge@kljeng.com
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Fargo, ND 58102

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Emails

Jeremy McLaughlin---Either Stop and Go lights or a roundabout is needed at 12th Ave and Elm street. Elm street north needs an upgrade too so it doesn't flood so often. A large number of cars use that street to multiple places in north Fargo.---Del Sanders

Here is input on the bridge project:

Funding - EZ Pass toll would be most fair to fund by the users to cover construction loans and ongoing maintenance. It could also address the current illegal truck use by recording vehicles and weights for assessment/fines if commercial traffic continues to be restricted, or if plans for trucks will help assess more fair user fees with higher tolls based on weight/axles. Minnesota is a member of EZ Pass - I have a transponder - and would be easy for ND to join.

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If route continues to be 12th Ave in Fargo, improvements need to be made for pedestrians/crosswalks. Several close calls, and many drivers use rolling stops. The bike lane should be removed and parking put back like it was before the bike lane since ample parking is impacted by winter no parking rules. Parking on 12th Ave may also help slow speeding traffic. The current bike lane is unsafe, and rarely used since bikes are not preferred on congested streets. There should be a separate bike/pedestrian crossing, or perhaps keep the 12 Ave Bridge for that purpose, move the car route North/South, and make improvements to 12th Ave for increased bike and pedestrian traffic.

The increased traffic has also increased noise, pollution, and dirt/dust affecting homeowners along 12th Ave, primarily caused by the start and stop of cars every block for stop signs with impatient drivers showing their frustration by racing to the next stop. Consideration should be made to improve traffic flow. There is a new school being constructed one block from 12th Avenue, so safety and environmental concerns need to be seriously considered in any plan.

Sorry I could not attend the meetings due to my work schedule, and I appreciate the opportunity to provide input. I could go on and on, but will end with just these comments. I would be happy to elaborate further if desired - just let me know.

Thanks,

Jeff Koppenhaver

Appendix G

Transcript/Video Script

Slide 1

Welcome to the presentation for the Red River bridge replacement project. This presentation is part of the public input meetings that will be held to gather input and preferences for the project.

Slide 2

My name is Jeremy McLaughlin and I'm the project manager for this project and with Houston Engineering. We are the prime consultant on this project and with me is Adam Ruud who is the Assistant PM and Design Lead. As part of our team here today, KLJ is leading the environmental and public input phase of this project and they are represented by Scott Middaugh and Jamie Olson. You will be hearing from them in just a bit.

Because this is a project that crosses the state border, we have multiple partners on the public side of the project. The lead agency is the City of Fargo with partners including the City of Moorhead, FHWA, Metrocog, MnDot, and NDDOT, as well as a few others. We will discuss the interaction between the agencies as we progress through the presentation.

Slide 3

Overall location map of the project that we are here to talk about today. The project extends over the Red River from 12th Ave. N in Fargo to 15th Ave. N in Moorhead. The project limits are essentially from the West side of Elm St in ND to roughly 9th St. N in Moorhead.

Slide 4

So why are we here today?

Within the Fargo-Moorhead metropolitan area, there are only seven Red River crossings. The current 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. 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.

Slide 5

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 over the future 100-year floodplain when the Fargo-Moorhead Area Diversion Project is completed. Additionally, the City of Fargo Go2030 Comprehensive Plan identified transportation linkage initiatives across the Red River. The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has included the project in its Fargo-Moorhead Metropolitan Transportation Plan. In addition to the bridge frequently flooding, shown in the graphic to the bottom left and the photos on the right, there is very little room for pedestrians and bicyclists to cross the bridge. In addition, the existing pavement is in poor condition and the functionality of the Elm St./2nd St. Intersection is poor, which we will cover in more detail in a few minutes.

Slide 6

The City of Fargo was able to secure a RAISE grant (which has now been renamed as a BUILD grant, for the preliminary work on this project. A RAISE grant is a federal grant that assists local entities with transportation and infrastructure projects that improve upon the safety, environmental sustainability, mobility, and economic competitiveness of a site.

The grant covers the environmental and engineering work to get this project to final plans ready for bidding. The work that is included as part of this process includes completing the environmental document required for federal projects, as well as a comprehensive traffic study and public outreach, which we are doing here today. In addition, significant engineering efforts will be completed, including geotechnical, hydrologic, structural, and roadway engineering. Preliminary and final plan preparation will also be included.

While the grant covers the work to get to final plans, it does not cover the construction of the project. The City is looking and will evaluate several options, including additional grants, federal, or state funding, depending on what is available.

Final plans are anticipated to be completed in January of 2027 with the assumption that the project could be constructed any time after that date, once the funding has been secured.

Slide 7

Because it is anticipated that this project will utilize some sort of federal funding, we have to obtain the necessary environmental clearances. For this project we are completing a categorical exclusion, or CATEX for short. This document will outline the alternatives being evaluated along with all environmental impacts associated with each alternative. The CATEX will ultimately be approved by the Federal Highway Administration.

The CATEX requires specific coordination and surveys to be completed.

Solicitation of Views letters were sent out in May of this year to various agencies and advisory groups informing them of the project. Responses from those letters will be included in the CATEX. Aquatic Resources or wetlands have been surveyed and delineated. Impacts to the wetlands will be quantified in the CATEX.

Cultural surveys are underway to determine if any cultural artifacts are present with the project area.

Noise measurements have been collected. A noise analysis will be completed to estimate if the proposed project significantly increases noise levels within the area.

Any impacts to Section 4f and 6f properties will be evaluated. These are properties that are protected under Federal Highway Administration Guidelines.

Slide 8

Section 4f properties are those that are publicly owned properties that are historic or used for public recreation. Impacts to 4f properties must be coordinated through the owner of the property to ensure that if any impacts occur, the property will not be adversely affected.

Section 6f properties are properties that have used Land and Water Conservation funds to improve the property. Impacts to these properties have to be coordinated with the National Park Service. With both 4f and 6f properties, it is the intent to first avoid impacts, if impacts are unavoidable, we will then minimize the impacts. If necessary, impacts will be mitigated based on guidelines and owner requirements.

Trefoil Park on the north side of 12th Avenue is protected under Section 4f. Jack Williams Stadium and Mickelson Field on the south side of 12th Avenue is protected under Section 4f and Section 6f. Our team has and will continue to coordinate with the Park District to discuss any impacts.

Slide 9

Most projects involving bridge replacements over the Red River include both NDDOT and MnDot involvement from the beginning, with one of the DOT's leading the process. Because the Federal Grant was awarded directly to the City of Fargo, the City and FHWA are leading the process which is pretty unique. As we discussed earlier, at this time, no construction funding has been allocated for the project, so we need to be sure we meet both DOT and City standards just in case State or Federal Funding is used for the construction phase of the project. This involves working with both the Cities and DOTs from each side of the river to ensure we are complying with the standards employed by each agency.

There are some very unique challenges in this corridor. Just a few to mention, starting at the west end:

- Elm Street intersection. The project will evaluate traffic control alternatives to improve the efficiency of the intersection. We will talk more about that intersection in just a few minutes.
- Mikkelson park and Jack Williams Stadium– With the proximity to Mikkelson park and the stadium, trying to minimize permanent and temporary impacts will be a focus of the project. The design will evaluate alternatives including shifting the alignment and utilizing measures to minimize grading and impacts on these important section (4(f) and 6(f) public properties properties. While all impacts may not be avoidable, we will work closely with the parks department to provide proper detours and notifications to best navigate the construction of the project while minimizing disruptions.
- Pedestrian Connectivity – we understand that the narrow path on the bridge provides very little room for pedestrians and bicyclists to pass when meeting on the bridge. By replacing the bridge, we can significantly enhance the on site pedestrian facilities.
- Geotechnical – There are extremely difficult conditions along the Red River which presents difficulties constructing embankments. Soil borings, along with a detailed geotechnical analysis, are being completed to help mitigate risk from moving slopes or bank failure.
- We will also evaluate two options for the alignment, one very close to the existing roadway and a 2nd with the roadway being moved to the north. We will evaluate these two alignments for associated impacts and costs while still satisfying the project goals. Preliminary layouts incorporating our initial approach to mitigating these challenges can be found in the additional documents on the project website.

Slide 10

This slide shows a more detailed view of the area immediate east of Elm St. In the figure in the upper left of the slide, the blue hatching represents traditional grading with slopes and the significant impact that it would have to the park property. In order to minimize the impacts we are looking at utilizing retaining walls allowing us to raise the crossing without impacting the adjacent

park land. We have been meeting with the Parks Department already, both locally and at the state level, to work through temporary and permanent impacts.

We will also have to pay very close attention to driveway locations and coordination with traffic patterns, both during construction and post-construction.

The rendering on the right shows what the typical section could look like through this area. This is just one option but gives a general idea of utilizing retaining walls to help minimize the impacts to parking and specifically to (6(f) and 4(f) properties. The top of the image would represent looking east towards the Red River

Slide 11

Potential improvements at the intersection of 12th Avenue N and Elm Street N are being evaluated as part of the project to determine possible solutions to improve efficiency at the intersection into the future.

Level of service (LOS) is a metric used to define intersection performance. Level of service is similar to a report card, with LOS A representing good performance and LOS F representing unacceptable performance.

Today the all-way stop control at the intersection operates well in the AM peak hour. However, during the PM peak hour, the intersection starts to experience delays in the eastbound and southbound directions. This delay is a result of traffic heading from Fargo back into Moorhead and the VA Hospital shift change.

The figure at the bottom of the slide provides the level of service (LOS) for the future 2050 PM peak hour. Similar to today's conditions, the PM peak hour will experience worse traffic conditions compared to the AM peak hour.

The numbers shown within each triangle represents the anticipated average delay in seconds within each approach direction and the numbers within the center circle represent the anticipate average delay of the intersection overall. These numbers are used to determine the level of service as indicated by the coloring matching the legend at the bottom of the slide. For instance the mini roundabout westbound approach is anticipated to experience an average delay of 6 seconds which would result in a level of service A.

For the environmental document, the no build alternative must be carried forward as a possible option. For the build alternatives, both the mini-roundabout and traffic signal control alternatives are anticipated to provide the least delay.

Slide 12

There are several advantages and disadvantages when comparing mini-roundabouts and traffic signals.

Mini roundabouts improve safety by reducing fatal and serious injuries, as well as require fewer full stops for approaching traffic. Utilizing a mini roundabout can also improve pedestrian and bike accessibility through shorter crossing distances. They also provide an efficient use of space

minimizing potential right of way impacts compared to traditional single lane roundabouts and some signal systems.

Some of the disadvantages of a mini roundabout include turning movements of trucks and trailers. They also can present challenges for winter snow removal and a learning curve for drivers, but overall no challenges that can't be overcome.

For traffic signals, they generally are more familiar and predictable for drivers in this area and can handle a higher volume of traffic. However, they also require increased long term maintenance costs, require additional left turn lanes and increase the likelihood of serious accidents.

Slide 13

So what is a mini roundabout? The mental image most folks think of when they hear roundabout is a traditional single or multi lane roundabout which many of us have driven, such as the ones at the intersection of Main Ave and 2nd St or 12th Ave N and 9th St W. Mini roundabouts contain many of the same features compacted into a smaller footprint to better fit developed areas with less truck traffic. Overall compared to a standard single lane roundabout a mini roundabout provides the similar safety benefits in a smaller footprint, with lower construction costs. They also utilize a mountable center island. This is to allow truck traffic to cross over the center island to complete their turns. They are also faster and less disruptive build and generally have less overall impacts.

The figure in the upper left is a representation only from the mini-roundabouts frequently asked questions manual showing a general comparison of the footprint of a mini roundabout shown in the orange/red color, to a single lane roundabout shown in green and a traditional intersection shown in blue. Note this is a general location from somewhere outside the region so the typical intersection right of way shown is not representative of this intersection. As you can see the mini roundabout greatly reduces the footprint and is very similar to a traditional intersection.

The figure in the upper right is a view of the preliminary concept we have developed for the Elm St and 12th Ave N intersection. The magenta lines represent the existing right of way limits. Based on the current layout, if this option is selected we anticipate it will have minimal to no impact on the adjacent properties with the mini roundabout fitting within the footprint of the existing sidewalks.

The figure at the bottom of the slide is an example of a mini roundabout that was recently constructed in Grand Forks. In the image you can see an example of a mountable center island and approach splitter islands. Some enhancements that could be considered would be to utilize different coloring for the center island to delineate from the normal drive lane and installing yellow reflective striping around the island.

Slide 14

Coming up with the new bridge length, elevations, and associated roadway alignment is a complex combination of balancing the geotechnical engineering, the hydraulic analysis and the structural design of the bridge. The Red River has very poor soils so as mentioned previously, our geotechnical subconsultant, Braun Intertec is assisting with comprehensive modeling to provide slope recommendations to help mitigate potential movement of the soils. Based on those recommendations, we set a preliminary bridge length and then run the hydraulic analysis of the structure. We will be analyzing the new structure geometry to ensure no impacts to the Post-Diversion 100 year stage, which is river stage 37. Our plan is to set the low member of the bridge (bottom of the beam) 1' above this elevation.

Once we have confirmed that the new structure will work geotechnically and hydraulically, we will determine the bridge span lengths, type of piers/abutments, and also the girder type (concrete or steel). Those decisions are being worked through currently and will be presented as part of the Decision Document presented to the City Commission in the coming months.

Slide 15

We have looked at a very rough layout of a possible bridge length. You can see in the graphic the light blue area is the survey of the existing bridge. The pink area above that is what we are envisioning for a new structure. With this you can get an idea of the amount of the grade raise required to accommodate elevating the bridge above the 100 year post diversion flood level. We are estimating that grade raise to be just under 20' above the low point of the existing bridge.

Slide 16

The reason the top bridge is in pink is that the City has placed pink ribbons at the site to give an idea of how high the new bridge will be. The ribbon on the light pole on the right side of the picture is set at the elevation of the top of the new bridge. As you can see, it's roughly $\frac{3}{4}$ of the way up the existing light pole. . Keep in mind this elevation will occur further east over the river, not at the location of the existing light pole. In addition, another pink ribbon was placed on the light pole just to the west. This ribbon indicates the elevation of the new road at this location. By looking at both ribbons in the picture, you can get an idea of how quickly the grade will increase as you cross the river.

Slide 17

This is the overall schedule for the project. We have completed some of the preliminary design required and are currently working through the alternatives. The decision document, which will include two alternatives, will be presented to the City in December. Once a preferred alternative is chosen, the environmental document will be completed and should be finalized in the spring of 2026. From there, final design of the project will be worked on with plans anticipated for completion in January of 2027.

Slide 18

The presentation you have heard tonight is posted on the City of Fargo's website at FargoStreets.com under the future projects link. On that website, you will also find some background information about the project and links to an interactive map and project survey. You can also sign up to be informed about any future updates regarding the project.

If attending the input meetings in person, we have comment cards available for you to leave comments, or you can take them with you and mail them back to us at the address shown. You can also email us comments at 12thAveBridge@kljeng.com. Comments will be accepted until October 3rd.

Slide 19

Thank you for attending today's presentation. Please continue to track progress on the project through the project website and provide any input you may have. Have a great day.