

FARGO CITY COMMISSION AGENDA
Tuesday, January 20, 2026 - 5:00 p.m.

City Commission meetings are broadcast live on TV Fargo Channel 56 and online at www.FargoND.gov/Streaming. They are rebroadcast Mondays at 5:00 p.m., Thursdays at 7:00 p.m. and Saturdays at 8:00 a.m. They are also included in the video archive at www.FargoND.gov/CityCommission.

- A. Pledge of Allegiance.
- B. Roll Call.
- C. Approve Order of Agenda.
- D. Minutes (Regular Meeting, January 5, 2026).

CONSENT AGENDA – APPROVE THE FOLLOWING:

- 1. Interest Buydown Agreement, Escrow Agreement – PACE Program and Community PACE Interest Buydown Authorization with the Bank of ND and Midtown Market, LLC.
- 2. Letter of Support for 7 Star Properties to the ND Opportunity Fund Consortium.
- 3. Appoint Shirley Hughes to the Convention Center Committee to fill the position held by Mallari Ackerman.
- 4. Closing Memorandum, Certificate of Completion and Tax Increment Note with BLOC Partners, LLC (Tax Increment District No. 2023-01).
- 5. Applications for Games of Chance.
- 6. Cost Participation and Maintenance Agreement with the NDDOT for Improvement District No. BR-26-H1.
- 7. Cost Participation and Maintenance Agreement with the NDDOT for Improvement District No. BR-23-A1.
- 8. Negative Final Balancing Change Order No. 4 in the amount of -\$955,952.47 for Improvement District No. PR-24-A1.
- 9. Amended Engineer's Report for Improvement District No. BR-26-H.
- 10. Create Improvement District No. NR-26-A.
- 11. Contract and bond for Project No. SN-25-B1.
- 12. Contract and bond for Project No. BR-27-E4.
- 13. Bid award to Key Contracting in the amount of \$2,860,757.40 for Project No. FM-15-J3.
- 14. First Amendment to Consulting Service Agreement with CPS HR Consulting.
- 15. Direct the City Attorney's Office to review the Tobacco Ordinance – Chapter 35.

16. Final Interim Financing Agreement, Series F.
17. Memorandum of Agreement between the City of Fargo and the North Dakota Air National Guard for use of the Fargo Regional Training Center.
18. Piggyback purchase through Sourcewell Cooperative Purchasing Agreement with Nelson's Auto Center in the amount of \$231,659.60 for five Ford Police Interceptors (PBC26067).
19. Piggyback purchase through Sourcewell Cooperative Purchasing Agreement with Nelson's International/North Central International LLC in the amount of \$127,995.00 for one 2026 SBA Chassis (PBC26068).
20. Task Order No. 2025-6 with HDR in the amount of \$47,280.00 for engineering services related to the relocation of the Water Treatment Plant recycling drop site.
21. Resolution Prescribing Rates and Charges for Solid Waste Services effective 1/1/26 and Amended Landfill Rates effective 1/19/26.
22. Bid awards to Border States Electric for 2026 Street Light Poles and Fixtures (RFP26038 and RFP26039) and to Graybar Electric for Street Light Bulbs (RFP26040).
23. Negative Final Balancing Change Order No. 10 in the amount of -\$383,633.00 for Project No. WW1701 (Phase IIB Expansion).
24. Task Order No. 16 – Task No. 1 with AE2S in the amount of \$43,400.00 for Project No. WW2353.
25. Electrical Services Agreement between City of Fargo and JDP Electric (RFP26032).
26. Bills.

REGULAR AGENDA:

PUBLIC HEARINGS - 5:05 pm:

27. **PUBLIC HEARING** – Annexation of 236.16 acres, more or less in the Southeast Quarter and the East One-Half of the Southwest Quarter of Section 35, Township 141 North, Range 49 West of the 5th Principal Meridian, Cass County, North Dakota; continued from the 11/10/25, 11/24/25, 12/8/25 and 12/22/25 Regular Meetings.
 - a. Stop the annexation of the property in Section 35 of Harwood Township initiated on July 31, 2025 and approve a new Resolution of Annexation for that same property.
28. Final design recommendation for 64th Avenue South Interchange Project (Improvement District No. BN-25-A1).
29. Informational update on Employee Engagement Survey.
30. Applications for Property Tax Exemptions for Improvements Made to Buildings:
 - a. TTE Holdings LLC (5 years).
 - b. TTE Holdings LLC (5 years).
 - c. Michael and Hayley Hannesson (5 years).
 - d. Haley Vargas and Juan Ramirez Vargas (5 years).
 - e. George and Jan Boyer (5 years).
 - f. Jonathan and Jennifer Hoffman (5 years).

- g. Barret and Jennifer Wood (5 years)
- h. Michael and Sarah Keim (5 years)
- i. Ahron and Stacey Walter (5 years)
- j. Firas Omar (5 years)

31. Liaison Commissioner Assignment Updates.

32. **PUBLIC COMMENTS (2.5 minutes will be offered for comment with a maximum of 30 minutes total for all public comments. Individuals who would like to address the Commission, whether virtually or in person, must sign-up at FargoND.gov/VirtualCommission).**

People with disabilities who plan to attend the meeting and need special accommodations should contact the Commission Office at 701.241.1310 at least 48 hours before the meeting to give our staff adequate time to make arrangements.

Minutes are available on the City of Fargo website at www.FargoND.gov/CityCommission.



CITY COMMISSION ACTION
Continued to 11/24/25
on 11/10/25
Continued to 12/8/25
on 11/24/25
Continued to 12/22/25
on 12/8/25

27
City Administration
225 4th Street North
Fargo, ND 58102

MEMORANDUM

Continued to 1/20/26
on 12/22/26

TO: Fargo City Commission

FROM: Jim Gilmour, Director of Strategic Planning and Research

DATE: November 6, 2025

SUBJECT: Annexation of Property – Portion of Section 35 in Harwood Township

The City Commission passed a resolution of annexation of property in Section 35 of Harwood Township. The resolution is attached.

The resolution scheduled a hearing to determine the sufficiency of any written protests against the annexation. The owner of the property was notified and did not file a written protest prior to the October 31, 2025 deadline. A copy of the receipt of the certified mailing is attached.

The City of Fargo may proceed with the annexation.

Recommended Motion

Determine there were no property owner protests of the annexation and file a copy of the annexation resolution and accurate map, certified by the Mayor, with the county recorder.

RESOLUTION OF ANNEXATION

BE IT RESOLVED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF FARGO:

WHEREAS, the City of Fargo, Cass County, North Dakota, is a municipal corporation, organized and existing under the laws of the State of North Dakota, with about one hundred thirty thousand (130,000) inhabitants; and

WHEREAS, there is contiguous and adjacent to the City of Fargo, a tract or parcel of land hereinafter specifically described, containing approximately 236.16 acres, more or less, which tract or parcel of land is not presently a part of the City of Fargo.

NOW, THEREFORE, BE IT RESOLVED, By the Board of City Commissioners of the City of Fargo, North Dakota, that the boundaries of the City of Fargo be, and they hereby are, extended so as to include and incorporate within the corporate limits of the City of Fargo, Cass County, North Dakota, the following described land:

The Southeast Quarter (SE $\frac{1}{4}$) and the East One-half (E $\frac{1}{2}$) of the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty-five (35), Township One Hundred Forty-one (141) North, Range Forty-nine (49) West of the 5th Principal Meridian

Containing 236.16 acres, more or less.

BE IT FURTHER RESOLVED, By the Board of City Commissioners of the City of Fargo, North Dakota, that this Resolution be published in the official newspaper for the City of Fargo once each week for two successive weeks, and a hearing be held on the 10th day of November, 2025, at 5:15 p.m., in the City Commission Room, City Hall, Fargo, North Dakota.

CERTIFICATE

STATE OF NORTH DAKOTA)
)ss.
COUNTY OF CASS)

I, Dr. Tim Mahoney, the duly elected, qualified and acting Mayor of the City of Fargo, North Dakota; and

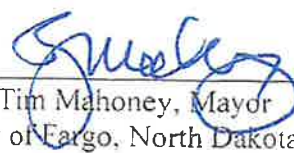
I, Steven Sprague, the duly appointed, qualified, and acting City Auditor of the City of Fargo, North Dakota,

DO HEREBY CERTIFY:

That the foregoing is a full, true, and correct copy of the original Resolution and the whole thereof annexing a tract of land consisting of approximately 236.16 acres, which Resolution was duly adopted by the Board of City Commissioners of the City of Fargo, North Dakota, at the meeting of the Board held July 31, 2025, at which meeting Commissioners Piepkorn, Kolpack, Strand, Turnberg and Mahoney were present in person, Commissioner none was absent, and Commissioners Piepkorn, Kolpack, Strand, Turnberg and Mahoney voted in favor of the adoption of the Resolution and Commissioner none voted against the adoption of the Resolution; and which Resolution was duly ratified and adopted by the Board of City Commissioners of the City of Fargo, North Dakota, at the meeting of the Board held August 4, 2025, at which meeting Commissioners Piepkorn, Turnberg, Kolpack, Strand and Mahoney were present in person, Commissioner none was absent, and Commissioners Piepkorn, Turnberg, Kolpack, Strand and Mahoney voted in favor of the adoption of the Resolution and Commissioner none voted against the adoption of the Resolution.

That such Resolution is now a part of the permanent records of the City of Fargo, as filed in the office of the City Auditor.

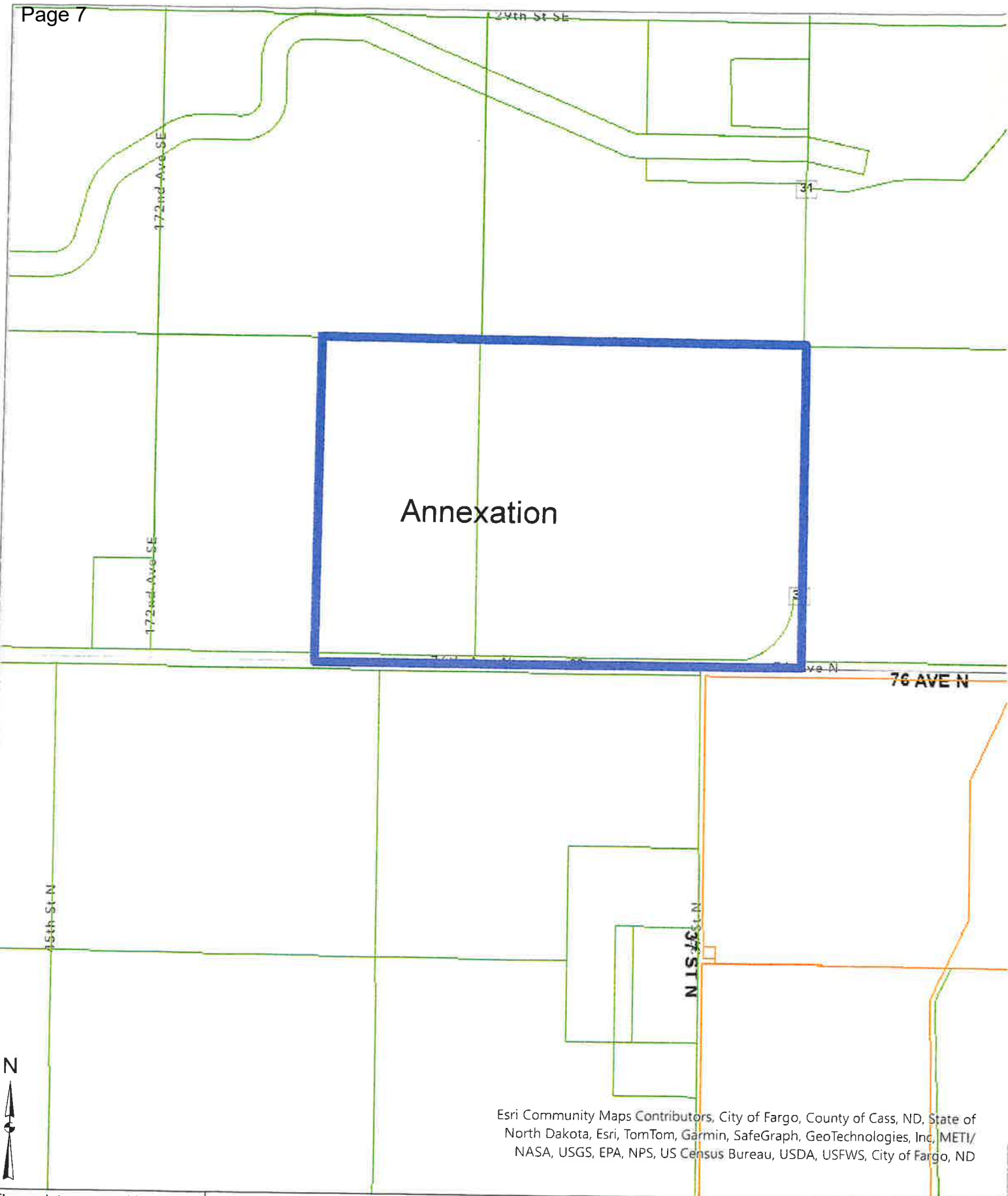

Steven Sprague, City Auditor


Dr. Tim Mahoney, Mayor
City of Fargo, North Dakota

On this 4 day of August, 2025 before me, Michelle R Vanyo, a Notary Public in and for Cass County in the State of North Dakota, personally appeared DR. TIM MAHONEY, known to me to be the Mayor of the Board of City Commissioners and STEVEN SPRAGUE, known to me to be the City Auditor of the City of Fargo, a municipal corporation under the laws of the State of North Dakota, and they acknowledged to me that they executed the foregoing instrument.

MICHELLE R. VANYO
Notary Public
State of North Dakota
My Commission Expires Oct. 26, 2025


Notary Public



Esri Community Maps Contributors, City of Fargo, County of Cass, ND, State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, City of Fargo, ND

These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Section 35

1:18,056

8/6/2025 2:23 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

THE CITY OF
Fargo
FAR MORE

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:



Ann Matthys
8346 275th Street South
Hawley, MN 56549-9249

2. Article Number (Copy from service label)

7000 0600 0025 / 932 4977

PS Form 3811, July 1999

Domestic Return Receipt

102595-99-M-1789

COMPLETE THIS SECTION ON DELIVERY

A. Received by (Please Print Clearly) Ann Matthys

B. Date of Delivery 10-18-25

C. Signature

x Ann Matthys

☐ Agent

☒ Addressee

D. Is delivery address different from item 1? ☐ Yes

If YES, enter delivery address below: ☐ No

3. Service Type

☒ Certified Mail

☐ Express Mail

☐ Registered

☐ Return Receipt for Merchandise

☐ Insured Mail

☐ C.O.D.

4. Restricted Delivery? (Extra Fee)

☐ Yes



27a

City Administration
225 4th Street North
Fargo, ND 58102

MEMORANDUM

TO: Fargo City Commission

FROM: Jim Gilmour, Director of Strategic Planning and Research 

DATE: January 14, 2026

SUBJECT: Annexation of Property – Portion of Section 35 in Harwood Township

On July 31, 2025 the City Commission passed a resolution of annexation of a property in Section 35 of Harwood Township. The hearing to determine the percentage of protests was scheduled for November 10, 2025 and has been continued to January 20, 2026.

The property in Section 35 of Harwood Township is within Fargo's extraterritorial jurisdiction. This is not the property where a data center is being constructed.

Notice of the proposed annexation was sent to the property owner listed on property tax record, Ann Matthys, ETAL. However, the City Attorney has identified other partial owners of the property. In order to ensure all owners are notified, a new resolution of annexation has been prepared for your consideration and all owners will be notified. The resolution is attached for your consideration.

Recommended Motion

Stop the annexation of the property in Section 35 of Harwood Township that was initiated on July 31, 2025 and approve a new resolution of annexation for that same property.

RESOLUTION OF ANNEXATION

BE IT RESOLVED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF FARGO:

WHEREAS, the City of Fargo, Cass County, North Dakota, is a municipal corporation, organized and existing under the laws of the State of North Dakota, with approximately one hundred thirty thousand (130,000) inhabitants; and

WHEREAS, there is contiguous and adjacent to the City of Fargo, a tract or parcel of land hereinafter specifically described, containing approximately 236.16 acres, more or less, which tract or parcel of land is not presently a part of the City of Fargo.

NOW, THEREFORE, BE IT RESOLVED, By the Board of City Commissioners of the City of Fargo, North Dakota, that the boundaries of the City of Fargo be, and they hereby are, extended so as to include and incorporate within the corporate limits of the City of Fargo, Cass County, North Dakota, the following described land:

The Southeast Quarter (SE $\frac{1}{4}$) and the East One-half (E $\frac{1}{2}$) of the Southwest Quarter (SW $\frac{1}{4}$) of Section Thirty-five (35), Township One Hundred Forty-one (141) North, Range Forty-nine (49) West of the 5th Principal Meridian

Containing 236.16 acres, more or less.

BE IT FURTHER RESOLVED, By the Board of City Commissioners of the City of Fargo, North Dakota, that this Resolution be published in the official newspaper for the City of Fargo once each week for two successive weeks, and a hearing be held on the 16th day of March, 2026, at 5:05 p.m., in the City Commission Room, City Hall, Fargo, North Dakota.

CERTIFICATE

STATE OF NORTH DAKOTA)
)ss.
COUNTY OF CASS)

I, Dr. Tim Mahoney, the duly elected, qualified and acting Mayor of the City of Fargo, North Dakota; and

I, Angie Bear, the duly appointed, qualified, and acting Deputy City Auditor of the City of Fargo, North Dakota, on behalf of the City Auditor

DO HEREBY CERTIFY:

That the foregoing is a full, true, and correct copy of the original Resolution and the whole thereof annexing a tract of land consisting of approximately 236.16 acres, which Resolution was duly adopted by the Board of City Commissioners of the City of Fargo, North Dakota, at the meeting of the Board held _____, 20__, at which meeting Commissioners _____, _____, _____ and Mahoney were present in person, Commissioner _____ was absent, and Commissioners _____, _____, _____, and _____ voted in favor of the adoption of the Resolution and Commissioner _____ voted against the adoption of the Resolution; and

That such Resolution is now a part of the permanent records of the City of Fargo, as filed in the office of the City Auditor.

(SEAL)

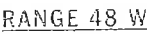
Dr. Tim Mahoney, Mayor
City of Fargo, North Dakota

ATTEST:

Angie Bear, Deputy City Auditor on behalf of the City Auditor

On this _____ day of _____, 20__, before me, _____, a Notary Public in and for Cass County in the State of North Dakota, personally appeared DR. TIM MAHONEY, known to me to be the Mayor of the Board of City Commissioners and ANGIE BEAR, known to me to be the Deputy City Auditor of the City of Fargo, a municipal corporation under the laws of the State of North Dakota, and they acknowledged to me that they executed the foregoing instrument.

Notary Public



Fargo
West Fargo
Other City

City Limits

Extraterritorial City Zoning Jurisdiction

**Extraterritorial
City Zoning
Jurisdiction (joint with Township)**



January 14, 2026

Honorable Board of City Commissioners
City of Fargo
Fargo, North Dakota

RE: Recommended Alternative for 64th Ave S/I-29 Interchange Project

Honorable Commissioners,

On January 5, 2026, the Engineering Department provided the City Commission with an update on the 64th Avenue South Interchange project, including three build alternatives and a no-build alternative. Following that meeting, these four options were presented to the Public Works Project Evaluation Committee (PWPEC) for further review and consideration.

At its meeting, PWPEC unanimously supported Alternative 1. Committee members concluded that this alternative best balances the purpose and need of the project by accommodating current and future traffic demands, addressing public safety needs, minimizing long-term maintenance costs, and doing so at a cost nearly \$3 million less than the other build alternatives.

At the January 20, 2026, City Commission meeting, I will be requesting that the Commission concur with PWPEC's recommendation to proceed with Alternative 1. The Engineering Department acknowledges the concerns raised by some adjacent property owners and remains committed to continuing discussions with those residents and addressing concerns where feasible through appropriate engineering solutions.

It is important to note that the decision before the City Commission is whether to construct interchange ramps at 64th Avenue South at this time. This decision is not related to whether ramps should be constructed at 76th Avenue South. If the 76th Avenue South interchange is a priority for the City Commission, I would recommend directing the Engineering Department to prioritize that project, program it accordingly, and pursue funding solutions in the near future.

Finally, the City Commission should be aware that the \$21.25 million in federal funding awarded for this project is specifically assigned to the 64th Avenue South Interchange. If the Commission elects not to move forward with a build alternative at this time, those funds will revert back to the North Dakota Department of Transportation and be reprogrammed. Due to the type of federal funding awarded for this project (Interstate Maintenance), the funds cannot be reassigned by the City of Fargo to another project.

Recommended Motion:

Concur with the recommendation of PWPEC and select Alternative 1 as the preferred option for the 64th Avenue South Interchange project.

Sincerely,



Tom Knakmuhs, City Engineer

REPORT OF ACTION

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Improvement District No. BN-25-A1

Type: Design Decisions

Location: 64th Ave S & I-29

Date of Hearing: 1/12/2026

Routing

City Commission

PWPEC File

Project File

Date

1/20/2026

X

Jeremy Gorden

The Committee reviewed the accompanying correspondence from Division Engineer, Jeremy Gorden, regarding final design for Improvement District BN-25-A1.

There are 3 design alternatives that fulfill the purpose and need for the project. The first alternative consists of two loop ramps south of the bridge, a traffic signal on the west intersection and a roundabout at the east intersection. The second alternative also consists of two loop ramps, and both on/off ramp intersections are roundabouts. The third alternative consists of a diverging diamond design, which braids the avenue between the on/off ramps and consists of two traffic signals.

Engineering is recommending either alternative 1 or 2 and defer to City Commission which design to move forward with.

On a motion by Brenda Derrig, seconded by Nicole Crutchfield, the Committee voted to recommend alternative 1 to City Commission for final design decision.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and select alternative 1 for final design decision.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: Sales Tax & Special Assessments

Developer meets City policy for payment of delinquent specials
 Agreement for payment of specials required of developer
 Letter of Credit required (per policy approved 5-28-13)

Yes	No
N/A	
N/A	
N/A	

COMMITTEE

Tim Mahoney, Mayor
 Nicole Crutchfield, Director of Planning
 Gary Lorenz, Fire Chief
 Brenda Derrig, Assistant City Administrator
 Ben Dow, Director of Operations
 Tom Knakmuhs, City Engineer
 Susan Thompson, Finance Director

Present	Yes	No	Unanimous
☒	☒	☒	☒
☒	☒	☒	
☒	☒	☒	
☒	☒	☒	
☒	☒	☒	
☒	☒	☒	
☒	☒	☒	

ATTEST:

C: Kristi Olson


 Tom Knakmuhs, P.E.
 City Engineer

Memorandum

To: Members of PWPEC

From: Jeremy M. Gorden, PE, PTOE
Division Engineer – Transportation

Date: January 9, 2026

Re: Improvement District No. BN-25-A1 – Selection of Project Decisions
64th Avenue South Interchange Project

Background:

I have attached the executive summary of the environmental document for this project entitled “Documented Catex” for your review and approval of project decisions. Staff has been working with the project consultant, Bolton & Menk, on this project for over a year now and it’s time to make the design decisions for the project.

There are three (3) design alternatives that fulfill the purpose and need for the project. The first alternative consists of two loop ramps south of the bridge, a traffic signal on the west intersection and a roundabout at the east intersection. The second alternative also consists of two loop ramps, and both on/off ramp intersections are roundabouts. And lastly, the third alternative consists of a diverging diamond design, which braids the avenue between the on/off ramps and consists of two traffic signals. The footprint of the project is mainly within the right of way of I-29, but stretches west of there to Sports Drive.

If the decision is made to move forward with the project, it will be bid out in early 2028 by the NDDOT and construction will begin in the Spring of 2028 and most likely be completed and open to traffic in the Fall of 2029.

This project has had an extensive public input outreach, and from that outreach, we understand that the residents located east of the project that live near or adjacent to 64th Avenue S near 25th Street have concerns about how 64th Avenue S will operate in the future with traffic volumes increasing on an annual basis. We have identified seven (7) properties located on the south side of 64th Avenue S between 25th Street and 28th Street that have driveways that front/open onto 64th Avenue S. If it is the desire of the City Commission, Engineering staff could reach out to these property owners to see if they would be interested in any modifications for them to access 64th Avenue S in a different manner.

Engineering staff is recommending that either Alternative 1 or 2 advance to the City Commission, and defer to them on which design they would like to see move forward.

Recommended Motion:

To concur with project concepts as proposed, and to select either Alternative 1 or 2 to move forward to final design.

Attachment
JMG/klb

NEW CONSTRUCTION INTERCHANGE RAMPS & LOOPS

Project No.

PCN

IM-8-029(219)058

24477

64th Avenue S & I-29 Interchange Ramps/Loops
Fargo, ND



Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

<http://www.dot.nd.gov/>

DIRECTOR
Ronald J. Henke, P.E.

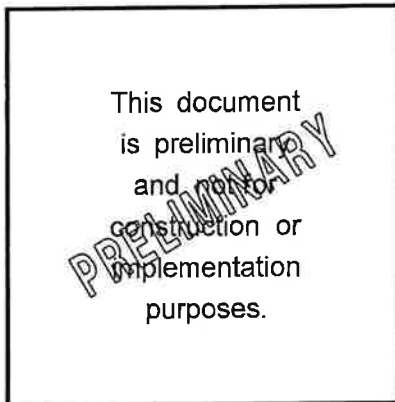
PROJECT DEVELOPMENT DIRECTOR
Jon Ketterling, P.E.

Principal Author: Bolton & Menk
Environmental Reviewer: Alexis Wanek, NDDOT ETS
September 2025

64th Avenue S & I-29 Interchange Ramps & Loops

Fargo, North Dakota

CERTIFICATION



Month/Day/Year

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Appendix F Comments from the Draft Documented CATEX

Supporting Documents

Public Involvement Report

Aquatic Resources Delineation Report

Noise Report

Traffic Operations Report

Interchange Justification Report

Geotechnical Report

A. Project Description

Highway: Interstate 29

District: Fargo

Limits: I29 in South Fargo (RP 59.4 to RP 60.2)

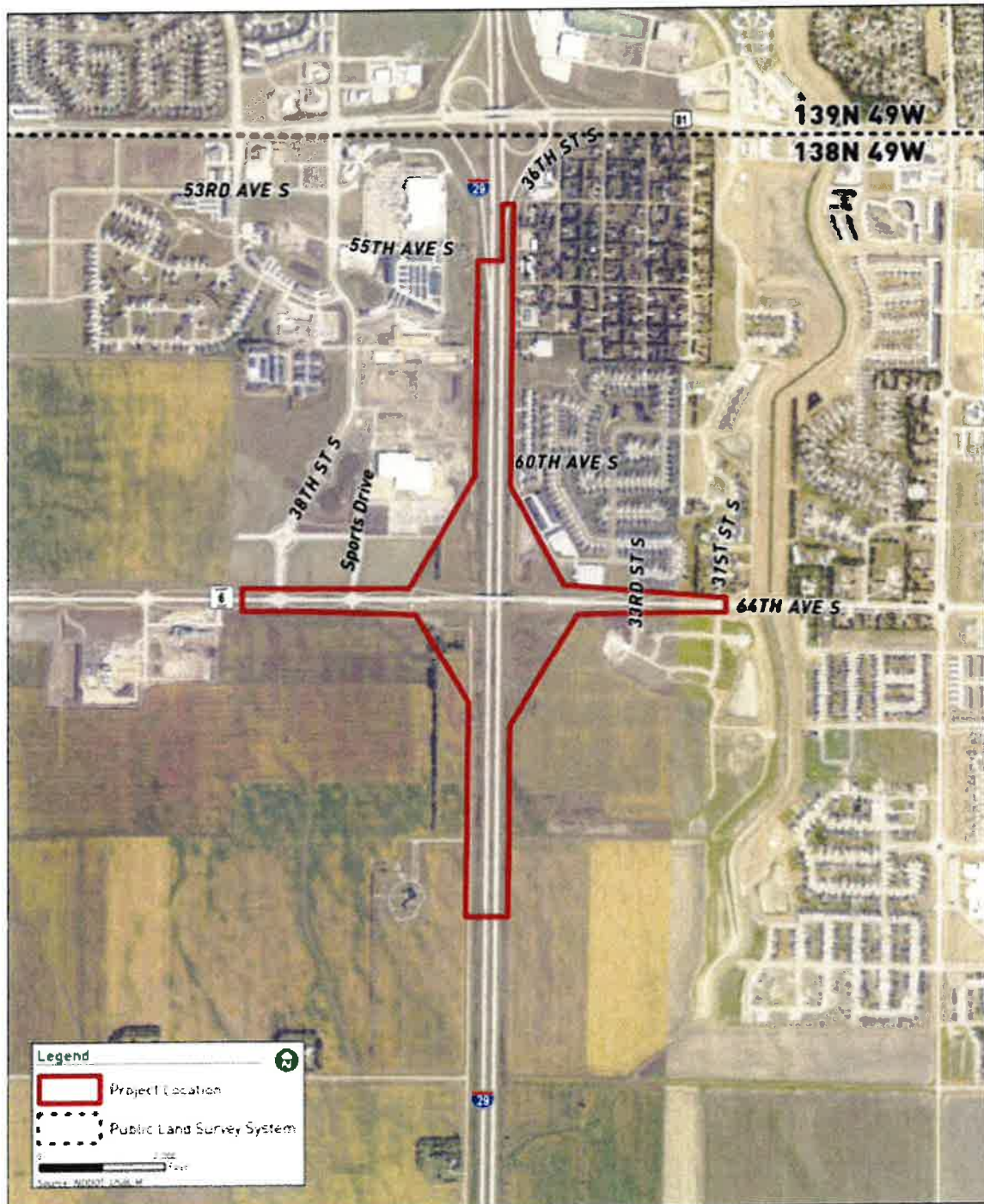


Figure 1 – Project Location Map

Table 1 - Traffic Data

	Year	Passengers	Trucks	Totals
I-29 North of 64th Avenue S				
Existing ADT	2025	14,904	3,041	17,945
No Build ADT	2050	30,959	6,341	37,300
Build ADT	2050	45,318	9,282	54,600
I-29 South of 64th Avenue S				
Existing ADT	2025	14,904	3,041	17,945
No Build ADT	2050	30,959	6,341	37,300
Build ADT	2050	28,801	5,899	34,700
52nd Avenue S, West of Interchange				
Existing ADT	2024	27,136	837	27,973
No Build ADT	2050	43,584	1,816	45,400
Build ADT	2050	40,128	1,672	41,800
52nd Avenue S, East of Interchange				
Existing ADT	2024	23,488	586	24,074
No Build ADT	2050	34,944	1,456	36,400
Build ADT	2050	33,216	1,384	34,600
64th Avenue S, West of I-29				
Existing ADT	2024	4,010	320	4,330
No Build ADT	2050	14,322	1,078	15,400
Build ADT	2050	21,390	1,610	23,000
64th Avenue S, East of I-29				
Existing ADT	2024	4,010	320	4,330
No Build ADT	2050	14,322	1,078	15,400
Build ADT	2050	13,857	1,043	14,900

Source: NDDOT GIS mapping traffic counts ([Traffic Viewer](#)), project traffic operations report.

With the Build Scenario (64th Avenue Interchange) the I-29 & 52nd Avenue Interchange will see a decrease of 12,300 vehicles per day on the ramps.

With the Build Scenario (64th Avenue Interchange) 64th Avenue through the neighborhood east of I-29, near 25th Street, will see a decrease in 1,900 vehicles per day by 2050 but an increase of 1,100 vehicles per day on opening day.

B. Project Schedule

Project: IM-8-029(219)058

Plans Complete: August 1st, 2026

Bid Ready: September 1st, 2026

Construction: FY 2028

Fargo 64th Avenue South & Interstate 29 Ramps

Project No. IM-8-029(219)058

September 2025

C. Purpose of Project

The purpose of the proposed project is to improve regional mobility, traffic operations, and safety along the I-29 corridor in south Fargo by constructing a new interchange at 64th Avenue. This interchange will support land development between 52nd Avenue and 64th Avenue, alleviate congestion at the I-29 & 52nd Avenue interchange, and enhance access to the surrounding transportation network.

The City of Fargo has seen an average of 18.6% growth decade over decade since 1960 and continues to predominantly expand city limits to the south and west. With this growth there have been several crossing improvements along I-29 to accommodate traffic flow increases:

- 52nd Avenue S interchange reconstruction in 2009
- 32nd Avenue S interchange reconstruction in 2017
- 64th Avenue S overpass new construction in 2023

In the past 10 years and 20 years respectively, the 52nd Avenue interchange has grown by 15,000 (75%) and 30,000 (600%) vehicles per day. Utilizing future growth and land use models, traffic projections indicated a substantial operations breakdown at 52nd Avenue, which is currently the southernmost interchange for the City. These operational issues included queue lengths at off ramps extending onto the I-29 mainline, which has the potential to create substantial safety concerns.

After evaluating various roadway and traffic improvement alternatives, it was determined that the addition of a new interchange at 64th Avenue would allow for traffic operations at I-29 & 52nd Avenue to be brought to acceptable levels, expand transportation network access, promote growth, address social & economic demands, and adhere to previously completed transportation planning efforts. Analysis of interstate access points south of 64th Avenue or expansion of 52nd Avenue were found to not fully mitigate congestion at 52nd Avenue and cost multitudes more to construct.

D. Need for Project

The need for the project is to support future growth, improve traffic operations, and enhance safety along I-29 and the surrounding network. This need is driven by the following factors:

Surrounding Land Development: Substantial land development has occurred, and will continue, between 52nd Avenue & 64th Avenue which has increased traffic demand and placed a strain on existing infrastructure. 56,500 new homes/jobs are expected to occur south of 40th Avenue in Fargo by 2050, putting a substantial burden on local infrastructure.

Operational Deficiencies: The I-29 & 52nd Avenue corridors currently experience poor traffic operations and are projected to worsen with future development. By 2050, however, the traffic demand is so great that volumes exceed capacity and traffic models predict that only 84% of the traffic desiring to use 52nd Avenue will be able to utilize the interchange, indicating latent demand or failing infrastructure. Without intervention, delays and congestion will increase, negatively impacting regional mobility.

Network Access and Safety Concerns: The I-29 & 52nd Avenue interchange presents safety challenges that will be exacerbated by increased traffic volumes. The concern of congestion at I-29 and 52nd Avenue interchange is that it is the closest access of travel to residential, commercial, and educational areas south of 52nd Avenue. An interchange at 64th Avenue will relocate more than 12,000 ramp movements off 52nd Avenue, eliminating queue spillback onto I-29 mainline, and reduce predicted conflicts by more than 25%.

Existing Conditions

64th Ave S is a minor arterial that is mostly a three-lane section consisting of a westbound thru lane, center left turn lane, and eastbound thru lane. At the 38th Street and Sports Drive intersections a westbound right turn lane is added.

The corridor transitions from the three-lane section to a two-lane section with shoulders at the I-29 overpass. The two-lane segment was designed and constructed to be expanded to the south by widening both the roadway and bridge to accommodate additional lanes of traffic and the interchange ramp intersections. East of the overpass the corridor transitions back to a three-lane section. The speed limit on 64th Avenue is 35 MPH. The neighborhood east of I-29 is mostly single family residential but also has some apartments, Fargo Fire Station # 8, and Davies High School. The neighborhood west of I-29 is a mixture of land uses and features the Fargo Parks Sports Center, NDSCS Career Innovation Center, and Capstone Academy. One mile west of I-29 is the principal arterial 45th Street and one mile east of I-29 is the minor arterial 25th Street. One mile north of 64th Avenue is the principal arterial 52nd Avenue and one mile south of 64th Avenue is the section line road 76th Avenue that is not functionally classified.

I-29 has two driving lanes in each direction with a depressed median and is posted at 80 MPH. The speed limit changes from 80 to 65 midway between 64th Avenue and 52nd Avenue.

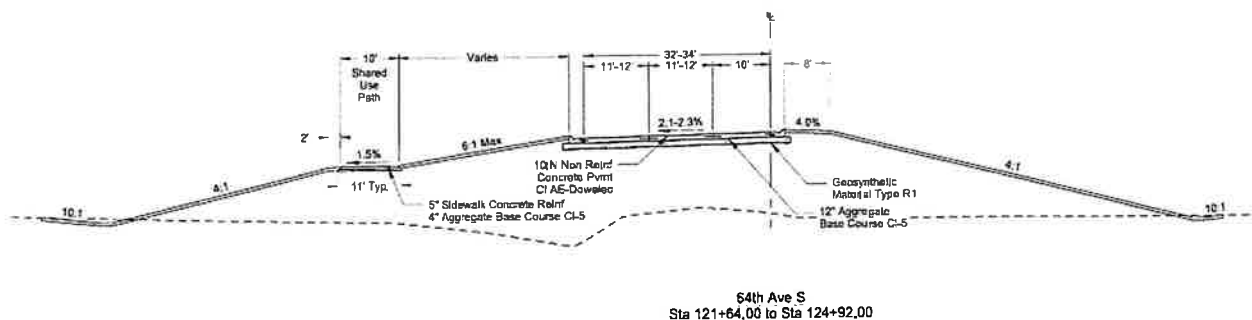


Figure 2 – 64th Avenue S, West of Bridge, Existing Typical Section

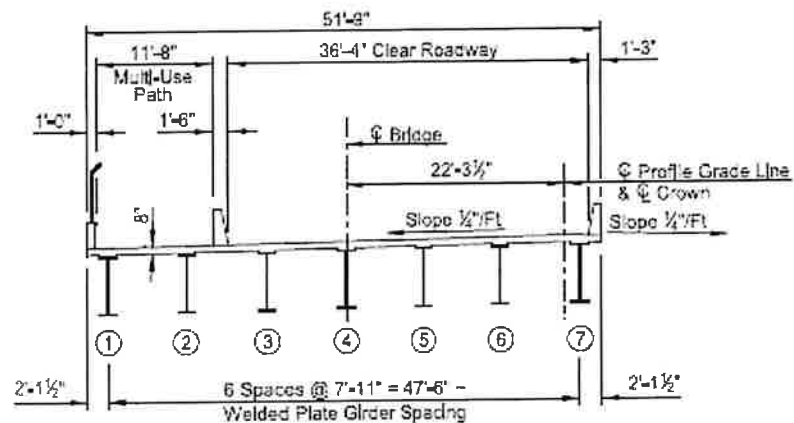


Figure 3 – 64th Avenue S & I-29 Bridge, Existing Typical Section

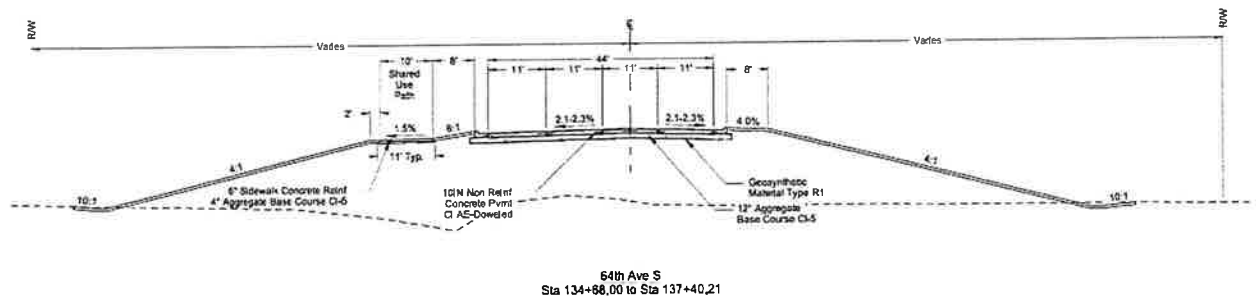


Figure 4 – 64th Avenue S, East of Bridge, Existing Typical Section

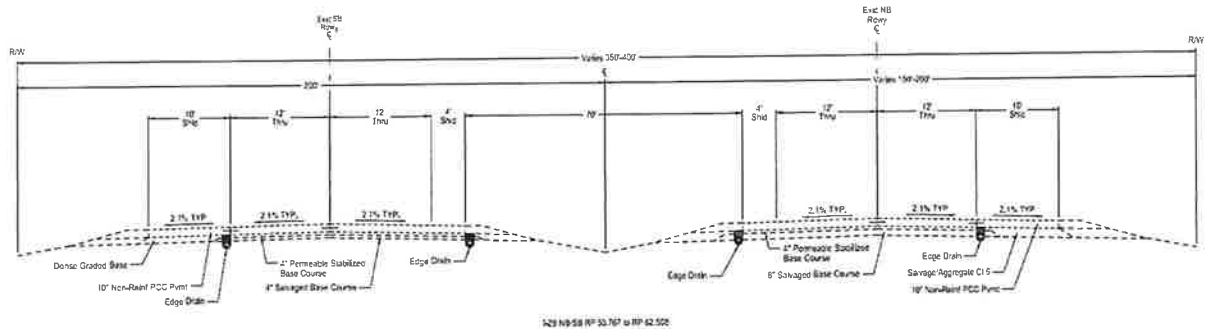


Figure 5 – Interstate 29 Existing Typical Section

Deficiencies:

52nd Avenue S is currently the southernmost interchange along I-29 within the Fargo metro area. The next interchange is four-miles south, at 100th Avenue S (County Highway 14), serving as a primary connection to the community of Horace. Since 2009, when the 52nd Avenue S interchange was reconstructed, substantial development has occurred in the area:

- August 2009: Davies High School opened SE of the interchange.
- October 2009: Walmart opened SW of the interchange.
- Various years: The District, Centennial, Maple Valley, Bennet, and Davies residential subdivisions were built, in all directions of the interchange.

- 2018 thru 2025: Cashwise, Kingpinz, many restaurants, gas stations, and other businesses opened NE and NW of the interchange.
- October 2023: the 64th Avenue overpass finished construction which opened up east-west connectivity to major north-south corridors of 45th Street and 25th Street.
- June 2024 the Fargo Parks Sports Center, a 390-thousand square foot multi-use indoor sports complex, opened to the public.
- August of 2024 the Capstone Classical Academy, a 500+ student-body private school, opened for classes.
- August of 2025 the North Dakota State College of Science Career Innovation Center opened to the public.

Due to these public and private investments the land surrounding the project area is anticipated to continue to grow.

The traffic analysis completed for this project identified deficient traffic operations during peak hours under current conditions and traffic operation issues under future traffic scenarios, driving the need for a full interchange at 64th Avenue S. Currently, deficient operations occur at the west I-29/52nd Avenue ramp during peak hours that frequently spill queues back onto Interstate mainline. If nothing is done at 64th Avenue S, by 2050 the 52nd Avenue interchange is expected to fully break-down, with deficient operations and volumes exceeding capacity by 16%.

Table 2: Level of Service Criteria

LOS	Signalized	Unsignalized
	Control Delay per Vehicle (sec.)	Control Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Table 3 – Existing Traffic Operations at 52nd Avenue S (2023)

Intersection	Approach	Existing AM Peak Hour					Existing PM Peak Hour				
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
		L	T	R			L	T	R		
52nd Ave & 38th St Signalized Intersection	EB	60 - E	26 - C	5 - A	27 - C	24 - C	61 - E	44 - D	10 - B	41 - D	31 - C
	WB	50 - D	15 - B	7 - A	18 - B		44 - D	22 - C	7 - A	24 - C	
	NB	38 - D	48 - D	12 - B	26 - C		41 - D	46 - D	12 - B	25 - C	
	SB	45 - D	40 - D	6 - A	39 - D		43 - D	47 - D	14 - B	37 - D	
52nd Ave & Southbound I-29 Ramps Signalized Intersection	EB	-	14 - B	5 - A	14 - B	16 - B	-	24 - C	10 - B	22 - C	80 - F
	WB	-	15 - B	1 - A	14 - B		-	15 - B	1 - A	13 - B	
	NB	-	-	-	-		-	-	-	-	
	SB	38 - D	-	15 - B	24 - C		169 - F	-	165 - F	167 - F	
52nd Ave & Northbound I-29 Ramps Signalized Intersection	EB	-	7 - A	12 - B	11 - B	12 - B	-	4 - A	3 - A	4 - A	6 - A
	WB	-	11 - B	8 - A	10 - B		-	8 - A	4 - A	7 - A	
	NB	47 - D	-	7 - A	36 - D		47 - D	-	13 - B	33 - C	
	SB	-	-	-	-		-	-	-	-	
52nd Ave & 31st St/ Timber Pkwy Signalized Intersection	EB	38 - D	15 - B	4 - A	17 - B	23 - C	50 - D	25 - C	6 - A	29 - C	32 - C
	WB	18 - B	19 - B	6 - A	19 - B		40 - D	33 - C	9 - A	31 - C	
	NB	61 - E	61 - E	17 - B	50 - D		49 - D	63 - E	16 - B	45 - D	
	SB	55 - E	61 - E	7 - A	30 - C		61 - E	62 - E	13 - B	41 - D	

Table 4 – No Build Traffic Operations at 52nd Avenue S

		2050 No Build AM Peak Hour					2050 No Build PM Peak Hour				
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Intersection	Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
		L	T	R			L	T	R		
52nd Ave & 38th St Signalized Intersection	EB	493 - F	480 - F	468 - F	481 - F	233 - F	352 - F	348 - F	292 - F	338 - F	180 - F
	WB	53 - D	18 - B	10 - B	21 - C		64 - E	27 - C	10 - B	31 - C	
	NB	60 - E	84 - F	27 - C	55 - E		230 - F	168 - F	123 - F	182 - F	
	SB	269 - F	110 - F	61 - E	193 - F		376 - F	175 - F	169 - F	269 - F	
52nd Ave & Southbound I-29 Ramps Signalized Intersection	EB	-	95 - F	60 - E	93 - F	54 - D	-	68 - E	34 - C	62 - E	195 - F
	WB	-	5 - A	1 - A	5 - A		-	26 - C	1 - A	23 - C	
	NB	-	-	-	-		-	-	-	-	
	SB	57 - E	-	28 - C	39 - D		441 - F	-	441 - F	441 - F	
52nd Ave & Northbound I-29 Ramps Signalized Intersection	EB	-	26 - C	26 - C	26 - C	21 - C	-	8 - A	10 - B	9 - A	10 - B
	WB	-	11 - B	8 - A	10 - B		-	4 - A	2 - A	4 - A	
	NB	60 - E	-	18 - B	47 - D		56 - E	-	19 - B	43 - D	
	SB	-	-	-	-		-	-	-	-	
52nd Ave & 31st St/ Timber Pkwy Signalized Intersection	EB	72 - E	53 - D	12 - B	53 - D	104 - F	74 - E	50 - D	18 - B	51 - D	87 - F
	WB	192 - F	173 - F	162 - F	175 - F		123 - F	79 - E	50 - D	80 - F	
	NB	65 - E	67 - L	47 - D	61 - E		256 - F	354 - F	253 - F	278 - F	
	SB	30 - C	49 - D	7 - A	19 - B		112 - F	118 - F	56 - E	93 - F	

Table 5 – 64th Avenue Interchange Build Traffic Operations at 52nd Avenue S

		2050 AM Peak Hour - 64th Ave S Interchange					2050 PM Peak Hour - 64th Ave S Interchange				
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Intersection	Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
		L	T	R			L	T	R		
52nd Ave & 38th St <i>Signalized Intersection</i>	EB	264 - F	228 - F	230 - F	232 - F	128 - F	85 - F	72 - E	33 - C	68 - E	61 - E
	WB	44 - D	16 - B	10 - B	17 - B		63 - E	29 - C	10 - B	32 - C	
	NB	51 - D	58 - E	21 - C	39 - D		93 - F	60 - E	24 - C	56 - E	
	SB	80 - F	42 - D	8 - A	57 - E		229 - F	99 - F	81 - F	159 - F	
52nd Ave & Southbound I-29 Ramps <i>Signalized Intersection</i>	EB	-	65 - E	44 - D	64 - E	40 - D	-	45 - D	22 - C	40 - D	135 - F
	WB	-	5 - A	1 - A	5 - A		-	18 - B	1 - A	16 - B	
	NB	-	-	-	-		-	-	-	-	
	SB	45 - D	-	22 - C	30 - C		286 - F	-	304 - F	297 - F	
52nd Ave & Northbound I-29 Ramps <i>Signalized Intersection</i>	EB	-	18 - B	23 - C	22 - C	18 - B	-	13 - B	5 - A	11 - B	11 - B
	WB	-	16 - B	5 - A	10 - B		-	4 - A	2 - A	4 - A	
	NB	51 - D	-	15 - B	42 - D		50 - D	-	22 - C	41 - D	
	SB	-	-	-	-		-	-	-	-	
52nd Ave & 31st St/ Timber Pkwy <i>Signalized Intersection</i>	EB	53 - D	16 - B	6 - A	19 - B	28 - C	114 - F	85 - F	52 - D	88 - F	95 - F
	WB	26 - C	25 - C	10 - B	25 - C		248 - F	112 - F	81 - F	121 - F	
	NB	59 - E	66 - E	34 - C	53 - D		121 - F	202 - F	111 - F	138 - F	
	SB	43 - D	56 - E	7 - A	26 - C		75 - E	76 - E	30 - C	59 - E	

E. Scope of Work

2025 - 2028 STIP: \$19,739,000 (90% Federal, 10% State)

2025 Documented CATEX:

- Alternative 1: \$25.55M
 - Federal Share: \$17,765,100 (69.53%)
 - State Share: \$1,973,900 (7.73%)
 - City Share: \$5,811,000 (22.74%)
- Alternative 2: \$28.36M
 - Federal Share: \$17,765,100 (62.64%)
 - State Share: \$1,973,900 (6.96%)
 - City Share: \$8,621,000 (30.40%)

Fargo 64th Avenue South & Interstate 29 Ramps
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- Alternative 3: \$28.55M
 - Federal Share: \$17,765,100 (62.22%)
 - State Share: \$1,973,900 (6.91%)
 - City Share: \$8,811,000 (30.87%)

F. Description of Alternatives

No Build Alternative

Under this alternative, no new interchange would be installed on I-29 at 64th Avenue South. The traffic on 52nd Avenue would continue to increase and level of service would decrease. Additionally, this alternative increases the potential for traffic back up onto the interstate. This alternative does not meet the purpose and need for the project.

Build Alternatives

Interchange Alternative 1

The proposed interchange would be a partial cloverleaf with a traffic signal at the west ramp intersection and a roundabout at the east ramp intersection. This alternative would also include the associated roadway improvements needed to tie the new interchange into the local roadway and pedestrian network. 64th Avenue would be improved to include one westbound lane, a raised median, two eastbound lanes with a lane drop at the northbound on-loop and turn lanes at key intersections. The alternative would require bridge and roadway widening, drainage improvements, restoration of the shared use path on the north side of 64th Avenue, traffic signal and lighting improvements, signage & striping improvements, and landscaping improvements.

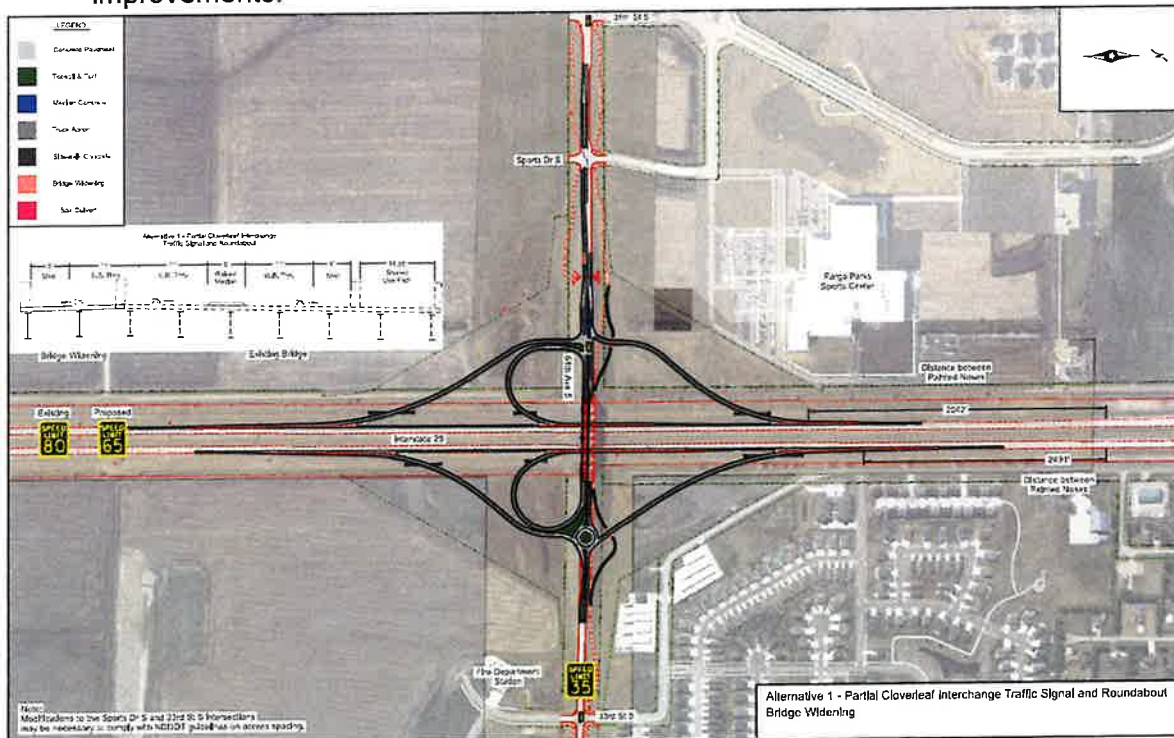


Figure 6 – Alternative 1 Proposed Layout & Typical Section

Interchange Alternative 2

The proposed interchange would be a partial cloverleaf with dog-bone roundabouts at both ramp intersections. This alternative would also include the associated roadway improvements needed to tie the new interchange into the local roadway and pedestrian network. 64th Avenue would be improved to include two westbound lanes with a lane drop at the southbound on-loop, a raised median, two eastbound lanes with a lane drop at the northbound on-loop and turn lanes at key intersections. The alternative would require bridge & roadway widening, drainage improvements, restoration of the shared use path on the north side of 64th Avenue, lighting improvements, signage & striping improvements, and landscaping improvements.

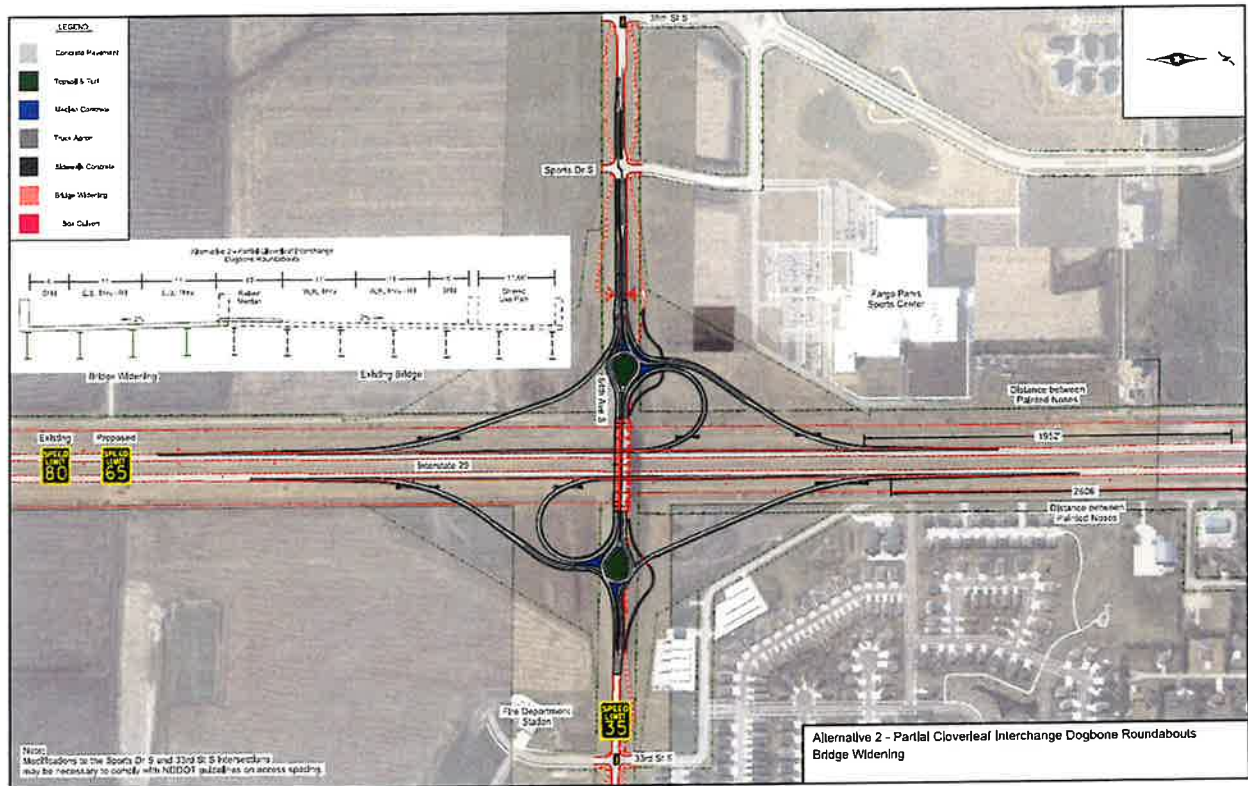


Figure 7 – Alternative 2 Proposed Layout & Typical Section

Interchange Alternative 3

The proposed interchange would be a diverging diamond with traffic signals at both ramp intersections. This alternative would also include the associated roadway improvements needed to tie the new interchange into the local roadway and pedestrian network. 64th Avenue would be improved to include two westbound lanes, a raised median, two eastbound lanes and turn lanes at key intersections. The alternative would require a separate sister bridge constructed south of the existing bridge, roadway widening, drainage improvements, restoration of the shared use path on the north side of 64th Avenue, traffic signal and lighting improvements, signage & striping improvements, and landscaping improvements.

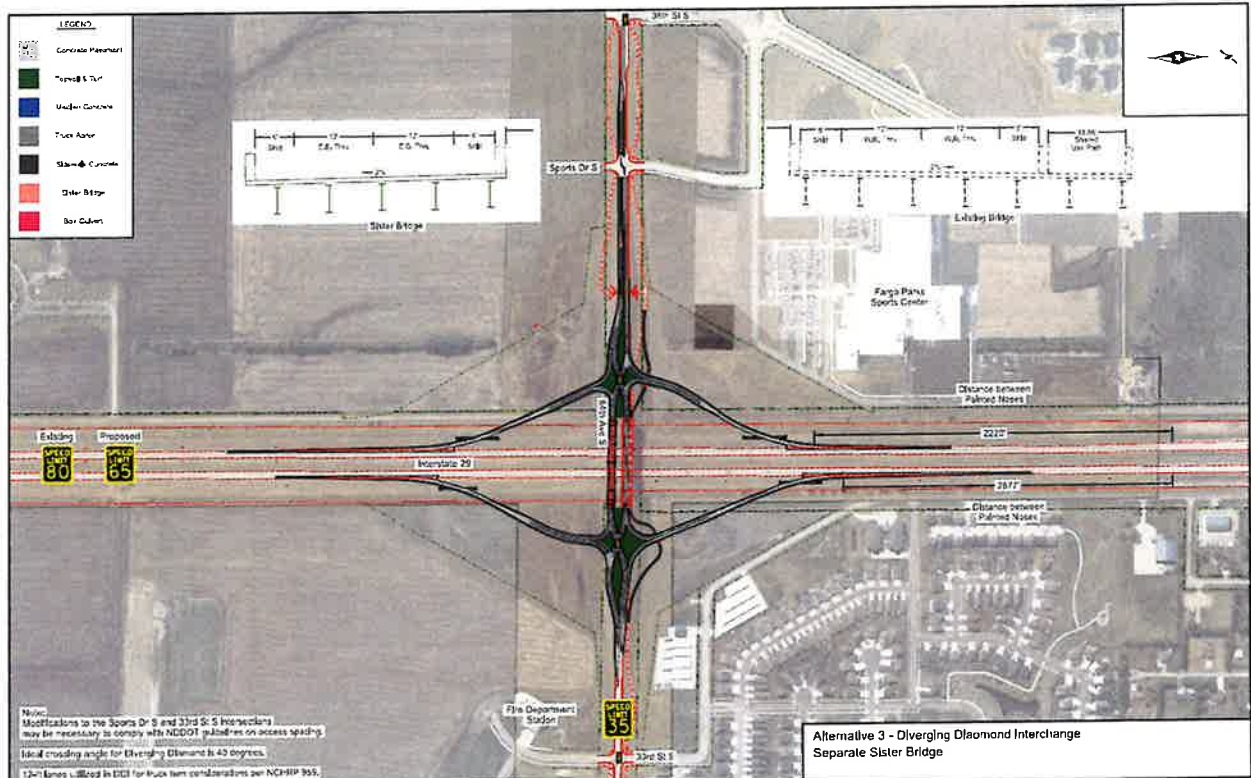


Figure 8 – Alternative 3 Proposed Layout & Typical Section

G. Optional Work Items - None

H. Traffic Control Work Zone Safety and Mobility

This project is classified as a “non-substantial project” as described in the Work Zone Safety and Mobility Program. The project is located within an MPO boundary however it is not on the Urban Regional System, therefore the project will not require a traffic control work zone safety and mobility analysis.

I. Work Zone Traffic Control

Regardless of the selected alternative, the improvements to this corridor will be constructed through temporary single lane closures on I-29 while connecting the new on-

and-off ramps to interstate. When bridge beams are being placed over interstate vehicles will be routed to the opposite direction with crossovers and head-to-head traffic. 64th Avenue will be closed to vehicular and pedestrian traffic, a detour route along 45th Street / 52nd Avenue / 25th Street will be used so that the safety of the public isn't in direct contact with the work zone itself.

J. Maintenance Responsibility Discussion

Maintenance responsibilities at interstate interchanges is a coordinated effort between NDDOT and affected Local Public Agencies (LPAs). Responsibilities will be refined during final design and included in the Cost Participation and Maintenance Agreement. Ownership and maintenance of 64th Avenue improvements will remain the responsibility of the City of Fargo. Ownership and maintenance of interchange ramps & loops will be the responsibility of NDDOT.

K. Summary of Engineering Issues

Public and Private Utilities:

Preliminary utility impacts have been identified and utility companies within the project corridor were notified. Additionally, one-on-one utility meetings and coordination will be completed as a task during final design. NDDOT Fiber Optic and City of Fargo municipal utilities would be impacted throughout this project and would result in minor adjustments. The private utility owners may have impacts and result in minor adjustments. Refer to **Table 3 – Utility Impacts** for a summary of the utility impacts anticipated for the project. Coordination with utilities would occur prior to construction of the interchange.

Table 3 – Utility Impacts

Alt	Utility Provider	Facility Type	Facility Conflict	Conflict Resolution
1, 2, 3	City of Fargo	Electrical lines, street light poles, watermain, sanitary sewer, storm sewer, traffic signals	Proposed roadway, shared use path, bridge widening or sister structure, pedestrian box culvert.	Lower utility bury depth or relocate.
	Cass County Electric	Electrical lines and poles		
	Cass County Rural Water	Rural water		
	Xcel Energy	Natural gas and/or electrical lines		
	CenturyLink, Midco, Dakota Carrier Network, Sparklight, Red River Telephone	Fiber optic, coaxial cable, telephone		
	NDDOT	Electrical lines & fiber optic		

Interchange Justification Report (IJR):

A draft report has been developed and is appended by reference. When the preferred build alternative is chosen the IJR will be finalized and submitted to meet the FHWA

Interstate access requirements. An IJR is used to document the components and conclusions for a new access on the interstate system.

Traffic Operations Report:

A report was completed as part of this project and is appended by reference. The traffic operations report details the need for a new interchange access to resolve issues at 52nd Avenue, compares Build Alternatives in terms of operations and safety benefits, and discusses future needs along I-29. The Build Analysis found that each of the three alternatives provided acceptable operations and safety, with Alternative 2 providing the best of both.

Right-of-Way and Easements:

There are no anticipated right-of-way needs on the project. Permanent right-of-way has been acquired by the City of Fargo to construct the new interchange and associated connecting roadways. No temporary or permanent easements are anticipated.

Embankment Borrow:

Fill heights required for the additional overpass structure over I-29 and widened 64th Avenue South have been considered for geotechnical issues. The geotechnical report recommended using a combination of geofoam and earthen embankment. It is the City of Fargo's preference to limit the use of geofoam.

Frontage Road:

An existing gravel surfaced frontage road (38th St S) currently exists in the southwest quadrant of the project area. This frontage road was severed and dead-ended in its current location when the 64th Avenue overpass improvements were constructed. The proposed interchange ramps would require additional removals moving the dead end a further 1,000-ft south. The frontage road is not necessary for access to any parcel or property.

Drainage:

The existing drainage patterns in the project area are that I-29 at 64th Avenue is a high point and drainage flows north and south from that location via rural ditches and culverts. This existing system will be maintained and new culverts will be placed under ramps and loops in the existing ditches. Urban stormsewer systems on 64th Avenue will be improved to facilitate roadway widening.

L. Summary of Environmental Issues

Noise:

The project is classified as a Type 1 Project; therefore, a traffic noise analysis was conducted. No receptors associated with the project are predicted to have traffic noise impacts, as none of the calculated noise levels at the receptors approach, meet or exceed the Noise Abatement Criteria, and no receptors are predicted to have a noise increase of at least 15 A-weighted decibels (dBA) over existing conditions.

Pursuant to the NDDOT Noise Policy and Guidance and 23 CFR 772.17(a), future noise levels for land that is not permitted for development would be 65.5 dBA approximately 16 to 50 feet from the edge of the driving lane and 70.5 dBA approximately 9 to 15 feet away from the edge of the driving lane.

Endangered Species Act:

The project is not expected to affect the northern long-eared bat due to the project location being outside of the bat's known range.

If any northern long-eared bats were to be observed during construction activities it would be reported to the US Fish and Wildlife Service (USFWS), North Dakota Field Office. Please refer to **Appendix B, Endangered Species Act**.

Aquatic Resources / Wetlands:

Benjamin Hengel of Houston Engineering, Inc. conducted an Aquatics Resource Delineation report which was completed the 5th of September, 2024. Seventeen wetlands compromised of 18.45 acres were identified.

An aquatic resources jurisdictional determination request was submitted to the US Army Corps of Engineers (USACE) on MONTH DAY, YEAR. The jurisdictional determination was issued by the USACE on MONTH DAY, YEAR.

The project will require a Section 404 Clean Water Act permit (Nationwide Permit 23 expected). Impacts will be mitigated through ditch shifts, onsite mitigation, an approved NDDOT wetland mitigation bank, or acquisition of a permanent easement outside of the existing NDDOT owned ROW. Refer to **Appendix C** for a summary of wetland impacts and proposed mitigation.

Aquatic Nuisance Species (ANS):

The project would impact wetlands. Equipment that was last used outside of North Dakota or within a Class 1 infested waterbody requires an inspection by ND Game and Fish Department (NDGFD). NDGFD will be notified at least 10 days prior to pumps, watercraft, or any equipment entering a public water to allow the NDGFD sufficient time to inspect equipment for ANS. The ANS note will be added to the plans set.

Municipal Separate Storm Sewer System (MS4):

During final design, hydraulic models and/or design methodologies will be utilized to determine runoff conditions and to analyze stormwater management structures and facilities associated with the project. Design will be submitted to the City of Fargo engineer for approval and will meet the Storm Water Management Plan standards.

US Fish and Wildlife Service (USFWS):

There are no USFWS fee-title or easements within the project area, therefore, there would be no impacts to the USFWS lands.

Section 4(f):

DOT Act Section 4(f) applies to a shared-use path that extends along the north side of the project limits as well as under 64th Avenue at existing pedestrian underpasses. The project would reconstruct a portion of the path on the north side of the project to accommodate the proposed interchange loops and ramps. This reconstruction will improve the recreational user experience and result in transportation enhancement. Fargo Parks Department concurred with the impacts that the shared-use path would be solely for the purpose of preserving or enhancing an activity, feature, or attribute

that qualifies the property for Section 4(f) protection and signed concurrence by the City of Fargo on June 2nd, 2025. **Refer to Appendix E.**

The project will not impact Fargo Parks Sports Center or Davies High School.

No Section 6(f) concerns exist for this project.

Tree Impacts:

Clearing & grubbing will occur within the southwest quadrant of the project area during the construction of the interchange ramps. Tree mitigation is not anticipated with the project, as the trees were purchased by the City of Fargo with the land needed for the interchange.

M. Public Concerns / Need for Public Input

Solicitation of views letters were sent to various local, state, and federal agencies with interests within or adjacent to the project area on December 20th, 2024. Solicitation of views letters and responses can be found in Appendix A.

A Public Input Meeting was held on August 28th, 2025. Comments and responses provided during the Public Input meeting are summarized in **Table 4 Summary of Comments/Responses**. The Public Involvement Report contains a complete table of comments and responses received.

Feedback generally fell into two major groups:

Group 1: Growth, Mobility, and Regional Connectivity

- Supportive of the 64th Avenue interchange as a catalyst for economic development and traffic relief at the 52nd Avenue interchange.
- Traffic relief on neighborhood roads.
- Emphasized long-term planning, improved emergency response, and regional access.
- Consisted of business organizations, developers, and residents not living directly on 64th Avenue.

Group 2: Safety, Neighborhood Preservation, and Trust-Issues with decision makers

- Opposition to an interchange at 64th Avenue, due to proximity of homes and driveways to the east of I-29.
- Concerned with traffic speeds, pedestrian safety, and preserving the residential character of 64th Avenue.
- Expressed frustration over perceived broken promises from City officials.
- Preference for accelerating the 76th Avenue interchange.
- Consisted of residents living on or near 64th Avenue.

Table 4 – Summary of Comments/Responses

<u>Comment Themes</u>	<u>Number of comments</u>
Support for Alternative 1	6
Growth/Economic Development	12
Traffic/Safety (In favor)	11
Traffic/Safety (Opposition)	21
Property Values/Special Assessments	17
Preference for 76 th Avenue Interchange	18
Previously informed of no Interchange	21

Table 5 – Comparison of Alternatives

<u>Alt</u>	<u>Advantages</u>	<u>Disadvantages</u>
No-Build	Zero initial cost. No utility or environmental impacts.	Does not address current deficiencies at I-29 & 52 nd Avenue S Interchange or mainline I-29. Does not fulfill project purpose and need.
1	Lowest cost of improvements. Addresses current deficiencies at I-29 & 52 nd Avenue S Interchange and mainline I-29. Fulfills project purpose and need. Addresses social and growth demands.	Utility and environmental impacts. More vehicular conflicts and delay than Alt 2. Less traffic efficiency & longer queues than Alt 2.
2	Best traffic efficiency & shortest queues. Fewest vehicular conflicts during peak hour. Addresses current deficiencies at I-29 & 52 nd Avenue S Interchange and mainline I-29. Fulfills project purpose and need. Addresses social and growth demands.	Utility and environmental impacts. Higher cost of improvements than Alt 1.
3	Addresses current deficiencies at I-29 & 52 nd Avenue S Interchange and mainline I-29. Fulfills project purpose and need. Addresses social and growth demands.	Highest cost of improvements. Longest traffic queues. Highest vehicular conflicts during peak hour. Utility and environmental impacts.

Table 6 – Recommendations

	1. Do you concur with the project concepts as proposed?	2. Which alternative(s) should proceed with the project?
Office of Project Development		
Office of Operations		
Bridge Division		
Construction Services Division		
Design Division		
District		
Environmental and Transportation Services Division		
Local Government Division		
Maintenance Division		
Materials and Research Division		
Programming Division		
Planning/Asset Management Division		
City		
FHWA		

N. Executive Decisions

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

_____ Yes

_____ No

2. Which alternative should proceed with the project?

_____ Alternative 1 – No-Build Alternative (\$0)

_____ Interchange Alternative 1 – (\$25.55M)

_____ Interchange Alternative 2 – (\$28.36M)

_____ Interchange Alternative 3 – (\$28.55M)

Amendments/Comments for Project No. IM-8-029(219)058:

Matt Linneman, P.E., Deputy Director for Engineering

Date

Comment #	Submitted By	Comment	Submittal Format
1	Adam Hollingsworth	I strongly oppose on/off ramps at 64th Ave. S. My concerns are -Traffic volumes on a residential road (literally, my drive way) -Pedestrian safety, especially of children -Clear messaging in 2019 that their would be no ramps like 40th Ave -Poor spacing 20 blocks between 32nd & 52nd vs 12 blocks between 52nd and 64th -64th Ave was a poor choice to develop into a major thoroughfare 65th would have been a better choice but we have to proceed forward in a way safeguards the rights of citizens, but will allow economic growth Greetings. I am asking that you reconsider the idea of an Interchange from I-29 to 64th Avenue S. Making 64th Avenue, with all of its homes and driveways, into a main arterial road was a poor decision. Initially. Adding an Interstate Interchange would make it even worse. There are several reasons for this. For one, many of us have driveways that go directly onto 64th Avenue. We have already seen a dramatic increase in traffic along our road which is making it very difficult and unsafe to enter and exit our homes. Some of this increased traffic is to avoid other problems, like a slow 52nd Avenue or construction on I-94 in Moorhead. Having even more traffic would certainly slow the rampant speeding that happens on our once-quiet road, but would also make it increasingly difficult to get into or out of our homes. I have heard the criticism of us that we are just NIMBYs (Not In My Back Yard). But this is actually an issue with the only way to enter our homes - our driveways. When we were told that the overpass was being added, we were promised that there would be no interchange, and that it would be similar to 40th Avenue S. This was bad enough, given that there are no driveways that open onto 40th Avenue, either. But the city went back on its promise to not add an interchange, and without so much as a conversation about it! A much better idea would have been to have created 65th Avenue as the main arterial roadway. But, the poor decision has already been made, so we need to do our best to keep from making it worse. And so, we propose a few alternatives. We recognize that 52nd Avenue S is slowing down and that that issue is spilling over onto the southbound lanes of I-29. One idea is to maintain the 55 mph speed limit until south of the 52nd Avenue Interchange. Another idea is to add an interchange on 76th Avenue S, right now, rather than creating one at 64th Avenue. The distance from 52nd Avenue to 76th Avenue is much more consistent with the distance between 52nd Avenue and 32nd Avenue. Adding an interchange at 64th Avenue would be like adding one at 40th Avenue. No one has proposed this, and that's good - it would be a terrible idea, much like trying to force an Interstate off-ramp onto someone's driveway, as we are facing at 64th Avenue. An interchange at 76th Avenue would be ideal since there are already houses and Davies High School nearby at that point. Also, since 76th Avenue is currently a minimum maintenance road through a field, it can be designed, from the outset, as an ideal arterial road. Any obstructions or problems, such as driveways, would be avoided and nothing would need to be redesigned or retrofitted. It could be built once, correctly, and for less money than trying to force a bad idea through on 64th Avenue. Reconsider the poor decision to add an interchange at 64th Avenue S and instead, move ahead with a much more forward-thinking, sensible, and cost-effective decision to add an interchange at 76th Avenue S. Sincerely, Adam Hollingsworth	Email
2	Adam Olson	N/A Dear Mayor Mahoney and Members of the City Commission, On behalf of the Building Industry Association of the Red River Valley (formerly Home Builders Association of Fargo-Moorhead) and the approximately 700 members we represent, we would like to express our support for the proposed I-29 interchange at 64th Ave S, and strongly encourage consideration of a future interchange at 76th Ave S. The city of Fargo is experiencing sustained growth, however, developable land within city limits has become increasingly scarce. We've noticed more developers and builders turning to nearby cities for opportunities. The land surrounding 64th Ave S and 76th Ave S represents some of the last major parcels available for significant commercial and residential expansion. Unlocking these areas for development will help manage growth, spur economic investment and make Fargo more competitive. Interchanges at 64th Ave S and 76th Ave S would support development including a mix of retail, commercial and residential properties, creating a substantial increase in our city's tax base. This revenue is crucial for funding city services, improving infrastructure and ensuring Fargo remains a desirable place to live, work and raise a family. Positive ripple effects include a multitude of jobs and more opportunities for residents. We understand that there is opposition to the proposed project at 64th Ave S and respect the concerns of those residents. However, we believe the long-term benefits far outweigh the short term impacts. Interchanges in south Fargo are necessary infrastructure to support our city's growth, stimulate the economy and ensure that Fargo continues to thrive. We respectfully urge you to consider the broader, long-term vision for our city and approve the construction of the I-29 Interchange at 64th Ave S and carefully consider an interchange at 76th Ave S in the near future. Thank you for your time and consideration.	Petition Letter of Support
3	Alexander Macdonald	N/A	Petition
4	Alice Prokop	I would like to voice my opinion on the interchange that is being proposed on 64th Ave. I also was told that the interchange would be on 76th Ave. So we bought plots at the Holy Cross South Cemetery, thinking that we would have easy access to it. My husband has passed and is there but I hardly ever go out there as that gravel road leaves a lot to be desired. When I do, there is usually a car coming towards me and I am so afraid of them kicking up a stone and causing windshield damage. Please, put the interchange on 76th! I think that will serve the residents of Fargo much better. Thank you.	Email
5	Bennet Uhler	Hi Eric, I was unable to attend the public input meeting last week for the 64th Ave Interchange project but found project information on the City of Fargo website. Looks like a great project that will really help the community. I have a couple quick questions regarding the cost breakdown. Has the tentative split between NDDOT cost share and COF cost share (via special assessments) been discussed? I'm assuming all work within the Interstate ROW would be paid for by the NDDOT...is that correct? Also curious what (if any) project costs would be divided up through special assessments and if the special assessment boundary has been determined. Thanks! Bennett Hi Eric, Yes, that is very helpful. Thank you for the quick response! Also, for what it's worth, I like Alternative 2 :) Thanks again, Bennett	Email

		How is this project funded? Since the project affects I-29 are there federal funds involved or state funds? Or is the project all city funded? Or what is the % split between the funding?		
6	Berry (BJ)	The residents around 64th Ave S were already assessed for this interchange twice. The first time was to pay for the project, the second time we received notice from the City of Fargo for more payment due to the specials were figured out wrong the first time. Is the public going to be assessed a third time for this same interchange? If the public is going to be assessed a third time, how far away from the interchange does this affect people? I know people that had to pay for this interchange that live over a mile away from the interchange and they were assessed the first 2 times. The elementary school boundary will change for school year 2026-2027, has this been considered for the project? All elementary kids south of Davis, east of I-29 need to go to Kennedy Elementary which is on the west side of I-29. The amount of traffic and buses that need to cross from east side of I-29 to west side of I-29 will increase starting next year. If you plan to close 64th Ave S during construction, this will impact the increased traffic for the elementary kids. If you choose the option with 2 bridges, can you keep traffic on 64th Ave S when school is in session to help alleviate some of the traffic congestion trying to cross over I-29? This would be for Capstone kids and kids going to Kennedy Elementary. This may also apply to NDSCS.	Email	
7	Bill Mueller	Thanks To add access ramps to I29 from 64th Ave S is a poor decision. To reduce traffic on 52 because of congestion is not going to happen. Drive 25th St in the mornings or afternoons when Davies High School and Stanley High School are Starting or Ending. Home owners in areas by Davies High School will still be using 52 Ave. Two I29 access points in 12 blocks is a waste of our money. To add an overpass with ramps on 76th Ave would be a far better choice. That route would serve all the homeowners in these communities, will reduce traffic from schools and would also be a direct connecting road to Horace. Which in my opinion is why 76th Ave is not being considered. Fargo believes a 76th Ave I29 Overpass will help Horace more than Fargo. Resident of Golden Valley	Email	
8	Brent Hella	N/A	Petition	
9	Bruce Bekkeres	I support this interchange. I urge you to consider diverging diamond model. This will move the most traffic with the least resistance. I was on Moorhead Economic Development when Moorhead built this at I94 and HWY 75. Turned out awesome.	Public Input Meeting	
10	Bryan Niewind	Aaron: I saw this public input meeting set up for August 28th. I would like to share a concern about adding ramps at the 64th Ave overpass, which are highlighted by current issues in the Fargo area. I know that eventually an exit/overpass will be built at 76th Ave S. With continued future growth occurring south of Fargo along the I-29 corridor, adding another on/off ramp at 64th Ave with a nearby exit (52nd Ave) will cause merging/diverging issues in the future we currently experience on I-94 at Exit 347, 348, Exit 349, Exit 350 and 351. Throw in I-29 Exit 64 and 65, we are building our exits too close together for efficient flow of traffic during peak driving periods. I know if this exit plan moves forward at 64th Ave, there will be no traffic issues in the beginning, but traffic issues will occur as the sprawl heads south. If we could learn from past mistakes of building on/off ramps too close together, I think we should implement that knowledge with plan on an exit at 76th Ave and mitigate any traffic to 64th Ave with improved side roads instead. My two cents, for what it is worth.	Email	
11	Bryce Johnson	Dear Mayor Mahoney and Members of the City Commission, On behalf of the Building Industry Association of the Red River Valley (formerly Home Builders Association of Fargo-Moorhead) and the approximately 700 members we represent, we would like to express our support for the proposed I-29 interchange at 64th Ave S, and strongly encourage consideration of a future interchange at 76th Ave S. The city of Fargo is experiencing sustained growth, however, developable land within city limits has become increasingly scarce. We've noticed more developers and builders turning to nearby cities for opportunities. The land surrounding 64th Ave S and 76th Ave S represents some of the last major parcels available for significant commercial and residential expansion. Unlocking these areas for development will help manage growth, spur economic investment and make Fargo more competitive. Interchanges at 64th Ave S and 76th Ave S would support development including a mix of retail, commercial and residential properties, creating a substantial increase in our city's tax base. This revenue is crucial for funding city services, improving infrastructure and ensuring Fargo remains a desirable place to live, work and raise a family. Positive ripple effects include a multitude of jobs and more opportunities for residents. We understand that there is opposition to the proposed project at 64th Ave S and respect the concerns of those residents. However, we believe the long-term benefits far outweigh the short-term impacts. Interchanges in south Fargo are necessary infrastructure to support our city's growth, stimulate the economy and ensure that Fargo continues to thrive. We respectfully urge you to consider the broader, long-term vision for our city and approve the construction of the I-29 interchange at 64th Ave S and carefully consider an interchange at 76th Ave S in the near future. Thank you for your time and consideration.	Letter of Support	
12	Carol Harms	Good morning, please see attached. I am opposed to the 64th Ave S - I29 interchange PCN 24477 64th Ave interchange.	Email	
	Carol Harms	Please see attached, I am opposed to 64th Ave S & I29 interchange.	Email	
	Carol Harms	Please don't ruin our neighborhood.		
	Carol Harms	Thank you.		
	Carol Harms	N/A	Petition	

13	Casey Anhorn	N/A	Mr. Weber,		Petition
14	Chad Batholomay		It has come to my attention that City is debating the need for a full interchange at 64th Ave. S and I-29. We live in south Fargo and would be served by said interchange. I can attest to the need if the area continues to be developed. I support the need for a full interchange. I am adamantly opposed to the design that mimics the lane cross similar to 8th Street in Moorhead's poor design and execution.		Email
15	Clarence Samuel	N/A			Petition
16	Clarence Whisman	N/A	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ I-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave/I- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project. The 64th Ave ramp project is a must have for the SW corner of Fargo to continue a planned growth pattern that has adequate traffic structures. The area to the west of I-29 at 64th Ave. has very poor access at this time and is causing an overuse of the 52nd Ave interchange. The area west of I-29 needs the interchange to realize the full potential of this land. The areas to the east of I-29 are mostly residential and will continue to develop as such. The 64th Ave. interchange will give the residences in this area much easier ingress and egress from their homes without having to go through the 52nd Ave. Interchange congestion. The area to the east of I-29 has been designed along 64th Ave. to accept the traffic flow without any negative issues as very few of the homes in this area have direct access to 64th Ave. This road will function much as it does today other than some added morning and evening traffic flow from the neighborhood using the 64th Ave. Interchange to access I-29. I would be in favor of the two roundabouts concept as it should make traffic flow in a consistent steady nature. Thank you,	Letter of Opposition	
17	Clay Dietrich		I would be in favor of the two roundabouts concept as it should make traffic flow in a consistent steady nature. Thank you, Clay Dietrich		Email
18	CW Samuel		Dear Mr. Weber, As a former member of the Fargo City Planning Commission representing the extraterritorial (17 yrs) where I lived then and currently on 64th Ave I am OPPOSED to the 64th Ave Interchange. When we built/planned for expansion on and off ramps/interchanges always leap frogged with overpasses/underpasses. I'm not sure where the change came in for 64th Ave but when I sold my property to develop 64th into the current street it is. The engineering department confirmed with me that there would be no interchange on 64th only an overpass/underpass. It is disappointing to me that with the promise from the city/engineering department in 2016 when we sold our frontage until now the city has seemed to forget the promises they made. I strongly encourage you to look back on the agreements the City of Fargo made with residents along 64th Ave when buying the frontage.		Email
19	Darvin Becker	N/A			Petition

		Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	Letter of Opposition
20	David Zaeske	N/A	Petition
21	Derwood Fillett	N/A	Petition
22	Diane Carpenter	Our back yard is on 52nd Ave. To take pressure off of 52nd Ave, please complete the 64th Ave and 129 Interchange as soon as possible. We prefer Alternative #1.	Email
23	Don Dabbert Jr.	Thank you.	Letter of Support
24	Don Kern	Mr. Hodgson, Dabbert Custom Homes strongly supports the construction of the 64th Avenue South Interchange at I-29. This project is essential to the future growth and livability of South Fargo. The 52nd Avenue interchange is already overburdened, and with several new residential and commercial developments planned in the area, the need for additional access is urgent. The 64th Avenue ramps will not only reduce congestion and improve safety but also provide the infrastructure backbone needed to sustain Fargo's projected growth for years to come. For families who choose to live here, this project means safer commutes, shorter travel times, and stronger connections to the overall community. For Fargo as a whole, it means maintaining our reputation as a city that plans ahead and invests in the infrastructure that supports prosperity. We commend the City of Fargo, NDDOT, and FHWA for advancing this project and urge its continued prioritization. Sincerely, Don Dabbert Jr.	Letter of Support
25	Don Kinzler	To whom it may concern,	Email
26	Dylan Bosak	I believe it is vital to the growth south of 64th Ave, and for traffic safety/relief on 52th Ave.... that we complete this interchange as soon as possible.	Petition
27	Dylan Dunn	Looking at the options, The alternative #1, partial clover leaf makes the most sense.	Public Input Meeting
		Paying for 2 access roads on 64th and 76th isn't something I want. The traffic considerations make it even less attractive I'd like the 76th bridge built as soon as possible.	Public Input Meeting
		I support this project. Vote Alt 1.	
		Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,	
		I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange	
		The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know.	
		Key Points:	
		• There are NO RESIDENTIAL HOUSES on those other two thoroughfares.	
		• 64th Ave has residential housing/driveways directly onto the street	
		• Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S?	
		• The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.	
		• The engineering study did not include the residential neighborhood on 64th Ave.	
		• We do not need more special assessments	
		• We expect our property values to significantly decrease from this project	
		The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.	
		When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?	
		Please accelerate the PLANNED 76th Ave II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	
28	Eddy Berglund		Letter of Opposition

29	Eliana Dill	Good evening, My name is Eliana Dill; I live on the corner of 64th Ave and 27th St. I am reaching out to you all today to review my concerns on the project to be completed - on and off ramp on 64th Ave. In March of 2019 we purchased the lot that we will later build on, at that time 64th was just a gravel road that was closed off before the highway. The only people that drove on this road were our neighbors on 64th and the ones behind us. We were clear on the city projections and plans to build ONLY an overpass across 64th, yet we never imagined having to deal with the anxiety and stress that has been put on us when we heard the "new" city plans to build on/off ramps on 64th. Your projections or "reasons" to offset the traffic from 52nd Ave are purely wrong. Let me tell you I drive to work every day going west on 64th and cutting across 38th St S to get to my workplace on 52nd and 38th, I could certainly state that 85% even 90% of the traffic on 52nd is coming from the back part of West Fargo, all those new homes from Rocking Horse Farm and surrounding areas are utilizing 52nd Ave, morning and evening. How could you justify helping with traffic on that area by putting an on/off ramp on 64th. This does not sound reasonable yet fair for our neighborhood. In your studies did you ever take in consideration the actual residence DRIVEWAYS that face 64th and are two blocks past from the pictures that you showed at the August 28th meeting? Why was that not shown at the study? Why did the pictures of the project stop at the new fire station that is just not even a mile away from the current overpass? Did your project take in consideration the out of proportion damage that it will affect no one but several homes and families? Traffic is already bad as it is with just the overpass, are you waiting for a fatality to happen to rethink this option? It will happen is just a matter of time. Is our right as citizens to be protected by conscious and smart decisions from our elected leaders, yet we are not. Please listen to our concerns, we have worked hard as everyone else to provide a safe and sound place for our families. Is wrong to ignore us and to damage our neighborhood. The city is growing and so is the traffic, yet the answer to this project is 100% wrong. BE CONCIIOUS. BE JUST, PLEASE MAKE THE RIGHT DECISION - BUILD THE ON/OFF RAMP ON 76 AS PROJECTED MANY YEARS AGO. Sincerely,	Email
30	Elizabeth Kosal	N/A Hello Eric, Please see the attached letter of support from Dabbert Custom Homes regarding the 64th Avenue Interchange Project. I am also including the copy (the same letter) that was submitted to the Commission "Contact Us" online form. If you need anything else from us, please do not hesitate to reach out.	Email
31	Emilee Stafford	Best, Dear Bolton & Menk, City of Fargo, NDDOT, MetroCG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave Sor 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project. N/A	Letter of Opposition
	Emilee Stafford	N/A	Petition

32	Gabe Thomas	Hello Blue and Mike, After attending the public input meeting for the proposed 64th Avenue Interchange and reviewing the available documents, I want to express my strong support for Alternative 1: the partial cloverleaf interchange with a traffic signal on the west end and a roundabout on the east. This design thoughtfully reflects the different character and traffic needs on each side of the Interstate. On the east side, where residential neighborhoods are prevalent and traffic volumes are less, a roundabout makes perfect sense. It naturally slows traffic, a key concern for neighbors whose driveways back up to 64th Avenue, and serves as a subtle cue to drivers that they are entering a neighborhood, not a commercial corridor. On the west side, where traffic is heavier and more commercial vehicles travel, a signalized intersection is the better tool. It allows for better traffic coordination with nearby signals like 38th Street (proposed in all 3 alternatives), creates safer and more controlled gaps in traffic for vehicles entering 64th Ave from side streets, and enables emergency vehicle preemption. These are all practical needs that a roundabout alone may not meet as effectively. Another major advantage of Alternative 1 is cost. At \$25 million, it's nearly \$4 million cheaper than the next closest option, while offering nearly identical performance. That's a meaningful savings, especially given uncertainty around local funding and the gap between the project's cost and committed state dollars. An interchange at 64th Avenue is urgently needed. It will relieve pressure on the 52nd Avenue interchange, improve emergency response (especially for Fire Station 8), and support continued economic development in one of Fargo's fastest-growing areas. We can't afford to wait 10 or 15 years for a future 78th Avenue interchange. The need exists now, and it exists at 64th Avenue. Alternative 1 balances performance, cost-efficiency, and neighborhood context better than the other options. I strongly encourage the project team to move forward with this design. Thank you for the opportunity to comment.	Email
		Hello Mike, Thank you for hosting the recent public input meeting regarding the 64th Ave interchange project. I had a couple of follow-up questions I was hoping you could clarify: 1. Collector-Distributor (CD) Roads and Merge Conflicts: When the idea of an interchange at 64th Ave was first discussed years ago, there were concerns about merging conflicts with the nearby 52nd Ave interchange. At that time, CD roads at 64th were discussed as a possible solution to mitigate those issues. I didn't hear CD roads mentioned at the recent meeting. Has this concern been resolved through other design features? Or is there space being preserved for CD roads in the future if traffic volumes eventually warrant them? 2. Ramp Metering for Congestion Management: Both the 2021 Interstate Operations Study and the recent I-29 SMART Corridor Study identified ramp metering as a tool to improve interstate capacity. Given the discussion at the 64th Ave project meeting about congestion on southbound I-29 between 32nd and 52nd Avenues, is ramp metering still under consideration in the Fargo-Moorhead area? And if so, is there any general timeframe for potential implementation? 3. I-29 Widening South of 32nd Ave: An emphasis at the 64th Ave interchange meeting was providing relief to 52nd Ave and the backups/congestion from the off-ramp onto the mainline interstate. I understand that widening I-29 south of 32nd isn't considered a viable alternative to constructing the 64th Ave interchange, but I'm curious if widening that stretch of I-29 is still planned in the future (and if so when), or if this new interchange is expected to eliminate any widening need? Thanks again for your time and for the work being done on this project. I appreciate any insights you can provide.	Email
33	Gerald Kern	Gabe A full interchange is needed. I realize it makes it difficult for people on the East side but for the good of 90% of the public will benefit constructing it. Alternative #1 Preferred Hello Eric,	Public Input Meeting
34	Jace Hellman	Please see the attached letter of support from Dabbert Custom Homes regarding the 64th Avenue Interchange Project. I am also including the copy (the same letter) that was submitted to the Commission "Contact Us" online form. If you need anything else from us, please do not hesitate to reach out.	Email
35	Jackson Hurst	Best, I approve and support NDDOT's I-29/64th Avenue in Fargo Project. The alternative that I support for NDDOT's I-29/64th Avenue in Fargo Project is Alternative 2 Partial Cloverleaf Interchange with Dog-bone Roundabouts because this alternative will improve safety and reduce the number of intersection conflict points at the I-29 and 64th Avenue interchange.	Email
36	Jamie Steidl	N/A	Petition

37	Janet D. Zaeske	Dear Bolton&Menk, NDDOT, MetroCOG I am opposed to the 64th Ave South/I-29 interchange. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S with on off ramps as you know. A few key points I would like to state: 1. There are no residential houses directly on 32nd or 52nd avenues 2. 64th Ave has residential houses with driveways directly onto the street 3. I have to directly back my vehicle onto 64th. I live on the south side of 64th ave. for 40 years as well as many of my neighbors. Also mail, and delivery (FedEx and Amazon drivers are delivering to my house and my neighbors. 4. The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. Safety should be a #1 concern to an existing development. 5. The engineering study as discussed on August 28 did not include the residential neighborhood. I question why? 6. We do not need any more special assessments 7. We expect our property values to significantly decrease from this project due to increased traffic. The frustrating part regarding this proposal of an interchange vs overpass on 64th Ave S was that we were guaranteed by the city/engineering department that this overpass would never have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of city commissioner changes or other business driven motives? Please accelerate the planned 76th Ave/I-29 interchange to solve the situation versus ruining our residential neighborhood with this unplanned project. Dear Bolton&Menk, NDDOT, MetroCOG I am opposed to the 64th Ave South/I-29 interchange. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S with on off ramps as you know. A few key points I would like to state: 1. There are no residential houses directly on 32nd or 52nd avenues 2. 64th Ave has residential houses with driveways directly onto the street 3. I have to directly back my vehicle onto 64th. I live on the south side of 64th ave. for 40 years as well as many of my neighbors. Also mail, and delivery (FedEx and Amazon drivers are delivering to my house and my neighbors. 4. The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. Safety should be a #1 concern to an existing development. 5. The engineering study as discussed on August 28 did not include the residential neighborhood. I question why? 6. We do not need any more special assessments 7. We expect our property values to significantly decrease from this project due to increased traffic. The frustrating part regarding this proposal of an interchange vs overpass on 64th Ave S was that we were guaranteed by the city/engineering department that this overpass would never have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of city commissioner changes or other business driven motives? Please accelerate the planned 76th Ave/I-29 interchange to solve the situation versus ruining our residential neighborhood with this unplanned project. Leave it as is, as promised in 2016. I live on 64th Ave. and would have increased traffic and it is very difficult now to get out of our driveway. Consider 76th instead. N/A I will attend the next commission meeting thank you for the info.	Email
38	Janet Zaeske Janet Zaeske Jeanney DeBolt	Dear Bolton&Menk, NDDOT, MetroCOG I am opposed to the 64th Ave South/I-29 interchange. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S with on off ramps as you know. A few key points I would like to state: 1. There are no residential houses directly on 32nd or 52nd avenues 2. 64th Ave has residential houses with driveways directly onto the street 3. I have to directly back my vehicle onto 64th. I live on the south side of 64th ave. for 40 years as well as many of my neighbors. Also mail, and delivery (FedEx and Amazon drivers are delivering to my house and my neighbors. 4. The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. Safety should be a #1 concern to an existing development. 5. The engineering study as discussed on August 28 did not include the residential neighborhood. I question why? 6. We do not need any more special assessments 7. We expect our property values to significantly decrease from this project due to increased traffic. The frustrating part regarding this proposal of an interchange vs overpass on 64th Ave S was that we were guaranteed by the city/engineering department that this overpass would never have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of city commissioner changes or other business driven motives? Please accelerate the planned 76th Ave/I-29 interchange to solve the situation versus ruining our residential neighborhood with this unplanned project. Leave it as is, as promised in 2016. I live on 64th Ave. and would have increased traffic and it is very difficult now to get out of our driveway. Consider 76th instead. N/A I will attend the next commission meeting thank you for the info.	Public Input Meeting Petition Public Input Meeting

39	Jim Bullis	ART, I hope you are doing well and thank you for being on the MetroCog board. I see you have a vote on the 64th Ave interchange this week and I will be out of town so I wanted to take a minute and give you my thoughts in writing. I read with interest the article in today's Forum regarding the 64th Ave interchange. I am sure that from an engineering perspective, the need for an interchange on 64th is important to relieve the congestion on 52nd Ave. that congestion didn't happen overnight however. The explosive growth in Horace and need for another access point to I-29 has been apparent for some time. To the developers anyway. Another interchange only a mile away may provide some limited relief for 52nd Ave, but I think it is short-sighted when you take into consideration the growth between 64th Ave and 76th Ave that is already in the planning stages. Fargo needs to look at the bigger picture to provide access for new housing that will be built in the next few years. As Mr Beerboom correctly points out, safety is concern, but it should not be the only factor taken into consideration. From a developer perspective, I think you need to look at the economics and the future impact on growth (call it quality of life for the residents of the area). Attached are three maps that show first how 64th Ave will most likely develop with or without an interchange. The east side of the Interstate is already 90% built out so that part is easy. This is very similar to 40th Ave. The north side west of the Interstate is nearly 70% public owned and will never have a material impact on property taxes or sales taxes. The use of the south side of the west side is unlikely to be much affected by the interchange given the lack of serious commercial potential on the north and east sides of the interchange. In short, there is no compelling reason to think that quadrant alone will substantially alter the commercial look of the area. These numbers are an estimate, but we have some degree of experience in the field and I suspect Jon is 90% accurate at the very least. The next two maps show the impact an interchange can have on 76th Ave. The difference is substantial. A 76th Ave interchange will impact nearly twice the development area. There is significant opportunity on the east side of the Interstate, and unlike 64th, almost all of the land is available for private development. Finally I have attached some data EagleRidge prepared showing the cost of playing catch up on Interstate access. I think it makes a compelling case for getting out in front of developers so that they can maximize the use of land along the Interstate. Fargo has recently put a lot of effort into a new growth plan. I think it is a pretty good plan, but it will never materialize if Fargo doesn't lead growth by getting roads, sewer and stormwater (they are all over this one) installed in advance of growth. ART, I think the idea that Fargo will build not one but TWO interchanges in the next 5-10 years is, politely, far-fetched. Assuming only one interchange gets built, our math shows that the decision to locate the interchange at 64th will most likely cost the City nearly \$60MM in sales tax (on initial construction) and, over 15 years, another \$250MM in property taxes. I don't know what the cost difference is between locating the interchange at 64th or 76th, but I bet it pales in comparison to the likely lost revenue described above. A 76th Ave interchange is really Fargo's last chance to have a 4 quadrant commercial interchange. Delaying construction will only make that scenario less likely as landowners look to other uses that don't rely on interstate access. I would also like to point out the impact on the residents of Fargo and neighboring communities. From today's article it would appear that there is not much support for an interchange on the part of the voters on the east side of the Interstate that for the most part 64th ends at 25th street. That area is already developed and will have limited benefit from an interchange. The development on the east side of the Interstate is much like 40th Ave (mostly residential) as opposed to 32nd Ave and 52nd Ave which are primarily commercial/retail. To the west I am not sure what the fiscal benefit is on the North of 64th once it intersects with the future Veteran's Ave. further west, Horace has limited right of way and residences fronting on 64th. There really isn't much benefit to 64th past County 17. 76th on the other hand could be a southside arterial (much like 52nd Ave and 32nd Ave) running from South University, past Davies High School, to the Horace High School, through main Street Horace, and across the new multimillion-dollar bridge the diversion authority just built on 76th Street west of County 17. In short, 76th could be a major thoroughfare spurring significant growth and development, not only for Fargo, but its neighboring communities. However if the interchange lands at 64th Ave, I think you can expect the more residential land use we describe in the third map.	Email
40	John & Lucy Olson	Without an interchange between 64th and 100th the land use along 76th will, over time, look more like 40th Ave and 64th Ave today. From today's article, it does not appear the City began planning an interchange at 64 Ave until the State changed it's guidance on spacing. In 2022 the Fargo City Commission was told by Jeremy Gordon that 64th Ave would be built as a "livable Street" with slower speeds to make it more walking and biking friendly. Similar to 40th Ave South. This might explain some of the resident outrage. Other avenues, such as 32nd and 52nd, that connect to I-29 interchanges don't have similar residential footprints, and an increase in traffic that will occur should an interchange be added at 64th could be disastrous given the avenue's current construction of a single lane in each direction, without much room to expand. Conversely, 76th Ave is a blank slate, has no right of way restrictions and can be designed and constructed with heavy traffic in mind. When I started developing Eagle Pointe 15 years ago, the City Planner and City Engineer made it known that there would be an interchange on 76th Ave within 10 years and that we should plan our property with that in mind. As a result, we platted our property with limited access on 76th Ave to safely allow heavier traffic. Fargo then improved 76th Ave from 25th Street to South University and maintained sufficient right of way for future growth. We planned commercial use for the corner of 25th Street and 76th Ave with the expectation that an interchange would provide the traffic necessary to support a commercial use. If the interchange is located at 64th Ave, we can expect that 76th Ave will never develop to its full commercial potential. For example, a few years ago, when it became clear to EagleRidge that any 76th Ave interchange would be delayed, we began to incrementally change the property we have on the intersection of 25th Street and 76th Ave from commercial to residential use. The annual cost of taxes and special associated with undeveloped property make it impractical to hold non-productive land forever. These are real life economic realities. This type of incremental change in land use will continue as long as the metro area is playing catch up on access to the Interstate. If a 76th Ave interchange is 15 years away (20 years later than originally anticipated) you can expect that corridor to be predominantly residential. ART, EagleRidge has land on both 64th Ave and 76th Ave, which we will develop regardless of where the interchange lands. We will be just fine either way, but I think it would be a mistake to leave Fargo with a 3 mile gap between interchanges for the foreseeable future. This will make development south of 76th extremely difficult and have a significant adverse impact on the property owners between 76th and 100th Ave, especially those along the 88 Ave alignment. I believe the smart move is to leave 64th Ave as an overpass and spend the money on a full interchange on 76th Ave as soon as possible. Thanks for your time and service.	Email
41	John Gromeku	We live on 63rd Ave S here in Fargo. Would love to see access to I 29 here on 64th. Ramps or not there is and will be lots of traffic. We have people coming off I 29 at 52nd Ave to go East. They are flying around by the apartment buildings and past us on 63rd Ave to get to 64th and go East. Ramps off at 64th is a safer option.	Public Input Meeting
42	Jonathan Stafford	Thank you. Build full interchange need to relieve 52nd part way done therefore finish it N/A	Petition

	Jonathan Stafford	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: - There are NO RESIDENTIAL HOUSES on those other two thoroughfares. 64th Ave has residential housing/driveways directly onto the street - Homeowners are backing onto this street from their driveways, - mailmen/ FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? - The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. - The engineering study did not include the residential neighborhood on 64th Ave. - We do not need more special assessments - We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave. II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project. I heard about the proposals for the interstate access, and I want to know why it can't be built similar to 52nd avenue since that one works decently well? The main problem was exiting off of I-29 going south, but the first proposal without a roundabout wouldn't change that anyways. I can speak for a lot of the community when I say that NOBODY enjoys roundabouts (especially in high traffic areas), and we don't want a bunch built around the interstate. Please do not build the 3rd option either with crossing roads. That sounds like an option to make the other two sound better. Please at least give us an option like 52nd instead of these three.	Letter of Opposition
43	Joran Olen		Email
44	Julie Hollingsworth	N/A	Petition
45	Justin Fraase	N/A	Petition
46	Kaley Steidl	N/A	Petition
		Hello,	
47	Katelind Stafford	My name is Katelind Stafford, I was reviewing the proposed interstate graphs and had a few questions: In reviewing "Alternative 1", it appears that if you are headed south on I-29 and exit on 64th you can only head west from the exit, what is the expectation on the road to get turned to go east as there does not appear to be a way to turn to head east easily in this proposal In reviewing "Alternative 2", it appears there will be no change around 33rd street, this already has been a challenge to turn at, and with increased traffic expected, I am wondering what can/will be done at 33rd street should this be the chosen proposed plan? Was the surveying timeline inclusive of when 31st street was closed and cars were redirected to use 64th? There was significant change if traffic flow during this time and ultimately left many angry individuals when they road was not fixed as some people speculated it would be. If 64th does not receive an interstate on/off ramp, is there an alternative such as 76th being considered? Thank you for your time, To Whom: I am in full support of the neighborhood with this concern being brought forward! Doing the right thing for the neighborhood is better for everyone than doing what some want to accomplish their agenda!	Email
48	Ken Ohnell		Email
49	Kerby Aladin	Ken Ohnell N/A	Petition
50	Kevin Muehler	To whom it may concern: It is vital for growth south of 64th Ave and to take pressure off 52nd Ave to complete the interchange ASAP!!! I prefer alternatives #1 "A partial clover leaf". Thank you for your attention in this manner!!	Email

51	Kyle Volk	Happy Tuesday Mr. Weber, I am with USACE Diversion team here in Fargo. I have a few questions below. My residence is off 14th St. South in the Meadow View neighborhood and a few who are in the process of moving to the area. Some office discussions brought up a few questions. First off... we all are in favor of the first alternative or no interchange at 64th Ave and acceleration of the 76th Ave Interchange. The second alternative would likely confuse and frustrate public who are not accustomed to the interchange. Since many of the smaller communities come to Fargo for shopping the second alternative would not be favorable for visitors. With regards to the third option, everyone I talk to hates the HWY 75 Intersection... the third alternative would be the least favorite. Is there discussion to accelerate award/construction of the 64th Ave interchange ahead of 2028? Would the roundabout at 64th Ave and 25th St. be redesigned? Is this project in "addition to" or "in-lieu of" a future 76th Ave interchange? (A 76th Ave Interchange is preferred over a 64th Ave interchange) Is there any discussion for an additional southbound I-29 lane for the 52nd Ave off ramp for additional traffic mitigation measures?	Email
52	Lee Haugen	N/A Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, - mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project. Imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	Letter of Opposition
53	Lindsey Fraase	Good morning, I am writing to express my strong opposition to the proposed 64th Ave / I-29 Interchange - PCN 24477. Since the current overpass was commissioned in 2022, our neighborhood has experienced a dramatic increase in traffic volume and speed, creating serious safety concerns for our families. Despite multiple attempts by residents to engage with City Engineering and the Fargo Police Department, these issues remain unresolved. The current proposal—to transform 64th Ave S into a major thoroughfare similar to 32nd Ave S or 52nd Ave S—poses unacceptable risks to our residential community. Unlike those roads, 64th Ave S is lined with residential homes and driveways that open directly onto the street. Key Points of Concern: No residential homes exist on 32nd or 52nd Ave S, yet 64th Ave S is a fully residential corridor. Homeowners regularly back out of driveways, and delivery drivers (mail, FedEx, Amazon) operate along this street. This does not occur on the other proposed comparison roads. Traffic is projected to increase 2-3x, which will significantly heighten the risk to residents. Property values are expected to decline, and we do not need additional special assessments. The engineering study failed to include our residential area, stopping at the dike near 64th Ave and excluding the 25th St S roundabout. We were explicitly told by the City and Engineering Department that this overpass would never include on/off ramps. This reversal is deeply frustrating and undermines public trust. The current traffic conditions have already made it extremely dangerous for my family to back out of our driveway. With vehicles speeding through the area, it's a daily hazard—and if this project moves forward, that danger will only escalate. We've gathered a petition signed by the majority of residents in the area. Many were unaware of the project until Rob Kost explained it, and the recent public meeting held just before Labor Day was poorly timed, excluding many voices—including mine.	Email

		We respectfully request the following actions: Visit our neighborhood to witness the traffic and safety issues firsthand. Provide a stamped traffic study conducted during the school year, including current and projected data. Extend the impact study area to include the 25th St S roundabout and our residential neighborhood. Ensure accurate public representation and engagement for those most affected. Accelerate the planned 76th Ave / I-29 Interchange, which offers a safer and more appropriate solution. If the 64th Ave Interchange proceeds, the project must include budget provisions for the buyout of homes along 64th Ave to safely accommodate the traffic flow. Correspondence regarding this matter has been sent to Senator Hoven, Governor Armstrong, Mayor Mahoney, Fargo City Commissioners, Metro COG, and Bolton & Menk. We ask for your support in protecting our neighborhood and holding the city accountable to its original commitments. Sincerely, Lindsey Fraase Thank you for the acknowledgement of receipt; however, as per my signature, I am Lindsey. Thank you, Lindsey Fraase	Petition
	Lindsey Fraase	N/A Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ I-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on these other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave/I-29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	Letter of Opposition
54	Lori Whisman	N/A	Petition

	Lori Whisman	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 78th Ave II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	Letter of Opposition
55	Maiaika Ebert	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave / 1-29 Interchange - PCN 24477 64th Ave. Interchange. The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know. I own the house that is right at the bridge/overpass and if there had been ANY plans about building a 64th/I-29 interchange back then, I would not have purchased this house. The situation on 64th is already extremely infuriating. Since the bridge/overpass opened, I am kept up at night (7 days a week) because people use it as a race track. Furthermore, it is downright dangerous now as it has happened before that people lose control over their car and end up in my backyard. My neighbors' kids play in those backyards and I do not want to think about what could happen. To add insult to injury, I have to pay for this race track via specials because according to officials it increases the value of my property, when in reality I will have problems selling as it is very hard to find someone who wants to live next to such a race track. Making 64th Ave / 1-29 an interchange will make the current problems even worse. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project Kind regards, Maiaika Ebert, PhD	Email
56	Maiaika Ebert Marcella Becker	N/A N/A	Petition Petition

	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave/ 1-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S, with on and off ramps as you know. Key Points: • There are NO RESIDENTIAL HOUSES on those other two thoroughfares. • 64th Ave has residential housing/driveways directly onto the street • Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? • The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents. • The engineering study did not include the residential neighborhood on 64th Ave. • We do not need more special assessments • We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave. II- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project.	Letter of Opposition
57	Dear Mayor and City Commissioners, I'm writing to express strong support for the proposed 1-29/64th Avenue Interchange and to respectfully urge the City to advance Alternate 1 as the preferred alternative. After reviewing the materials from last week's public information meeting and the project options, Alternate 1 stands out as the most straightforward, cost-efficient solution that delivers the core mobility and safety benefits the corridor needs. Key reasons to proceed now with Alternate 1: Safety & Emergency Response: Direct access at 64th reduces travel time for first responders and disperses traffic that currently concentrates at 52nd and 76th. Network Performance: A simple, well-designed interchange at 64th relieves pressure on parallel arterials, improves travel-time reliability, and reduces cut-through traffic in nearby neighborhoods. Economic Development: Modern access is foundational to south Fargo's planned growth. The interchange will promote investment, expand the tax base, and support job creation over the next 5-10 years. Fiscal Responsibility: Alternate 1's simplicity helps control costs and accelerates delivery, improving the project's competitiveness for state and federal funding. Regional Connectivity: The project strengthens links to points south and west, supporting freight, housing, and services across the metro. It will also create more connectivity and easier access to the Fargo Sports Center which is a beautiful community asset as well as schools, future housing, and more. We recognize there is some neighborhood opposition east of I-29. Thoughtful design and context-sensitive features (noise/visual mitigation where appropriate, refined signing/stripping to discourage cut-through, and construction staging that minimizes disruption) can address many of these concerns while still delivering the broader public benefits. Most importantly, timely action is critical. Clear city leadership to identify a preferred alternative and pursue funding will prevent missed grant windows and ensure this corridor doesn't fall behind. Without the ramps, the long-term development potential of the area could be constrained for decades. I appreciate your time and attention to this matter.	Email
58	N/A To Whom It May Concern, My name is Matthew Hjelseth and I reside at 2512 64th Ave S, Fargo. I am writing today to express my concerns with the potential project. Already with the traffic the way it is I sometimes find it difficult to get out of my driveway on 64th Ave. I am concerned with the interchange added it will increase traffic and make it more difficult to get out of my driveway. I am also concerned with the increased traffic that it will become more dangerous for walking pedestrians and dogs. The speeding on 64th Ave is already getting out of hand especially during the nighttime hours when police patrols are down. And third, I am concerned with the added cost. When I moved into my house in 2010 my mortgage was approximately \$850 per month. I now pay \$1500 per month because of the taxes and specials I am forced to pay. This project was told to our community that there would be no on and off ramp when the bridge was placed over the Interstate and I don't believe this project should happen. Thank you for your time,	Petition
59	Matthew Hjelseth	Email

60	Michael Graalum	Hello I wanted to provide some feedback for this proposal. I currently live off 32nd Avenue near Essentia, previously lived along the interstate in Prairiewood, and was raised just north of Interstate near Fargo South. My experience has been me dispositionally anti-interstate. It is a chronic burden on everyone in this community. Interstate is blight. Every Interstate interchange is an awful place to be. I use the 52nd Avenue corridor fairly often, a couple times a month, and I have to say I have seen nothing on that roadway that would have caused me to think there was a traffic problem. In fact, I was say the problem is the complete opposite, that the roads in this area are wildly excessive relative to the light traffic, which is why a year ago we as a community were struggling with the drag racing problem in this same area. Regarding the 64th avenue roadway, I have driven this three times now since the project was proposed. An interstate interchange is very obviously a bad fit here. On the east of interest there is nothing but light residential, and the area is served by a pair of two lane roads which meet at a small traffic circle. There is no business here, there are no other destinations. To the west of interstate there is nothing, and won't be anything for a long time to come. The east side of interstate is already well serviced for north-south traffic by 25th Street and University. To the west there are 42nd, Veterans and Sheyenne. This proposal adds zero value, unless of course this city values blight. Comparing it to my own neighborhood, I go out of my way to use 40th when I can because 32nd is so miserable. I have no idea why the cities think adding blight to this neighborhood benefits anyone. Let these people keep their quiet little commuter street	Email
61	Michael McCollum	N/A	Petition
62	Mike Stock	N/A	Petition
63	N/A	I-29 should be widened for turnoff at 52 Ave S & 64 Ave 2 lane roundabouts VS 1 lane winter snow removals	Public Input Meeting
64	N/A	1) Pick one 2) Get it done	Public Input Meeting
65	Nate Vollmuth	Would love to have this ramp project on 64th Start ASAP!!! Will help traffic issues on 52nd. Thank you for providing the background information on the 64th Avenue Interchange/Ramp project.	Public Input Meeting
	Nate Vollmuth	The 64th Avenue project will be a significant benefit to the community. It will ease current congestion on 52nd Avenue by providing additional access to I-29, reducing delays at the existing ramps and traffic signals, and improving overall mobility for residents, businesses, and visitors. In addition to transportation improvements, this project will unlock growth opportunities around the Fargo Parks Sports Center, Capstone, and NDSCS. Improved access is consistently cited as one of the top priorities for national retailers and major employers when evaluating sites, making this project a key driver for economic development. Equally important, moving the project forward will give current landowners confidence to pursue annexation, entitlements, and infrastructure extensions. This could bring 1,000's of acres of new tax base into the City of Fargo, supporting long-term fiscal stability and community investment. Other benefits include: - Improved safety by reducing traffic pressure on existing corridors. - Enhanced regional connectivity, linking south Fargo to the broader metro area. - Increased attractiveness for future residential and commercial development. - Support for Fargo's growing role as a hub for sports, education, and business. Thank you again for providing this important background and for your continued efforts in moving this project forward. Thank you for your efforts Tony,	Email
	Nick Dietrich	We're reaching out to everyone we can think of to generate support. This project is extremely important to the productive future of the City of Fargo, also points south and west. We feel as though there's quite a lot of folks that won't be aware of the urgency of support, unless we all get it out there right away.	Email
66	Nick Dietrich	Regards- Good afternoon, I understand you're compiling feedback regarding the full interchange project for 64th Ave. and I-29. I AM HEAVILY IN SUPPORT OF THIS PROJECT! Following the public meeting on Thursday, August 28th, my preferred choice for the ramps would be Alternate #1. I feel as though this is the best "hang for the buck" scenario and a good choice for the community. This ramp project is extremely important, in my opinion, to responsible future growth of south Fargo. With respect to those opposed, I do believe the positives for this project, greatly outweigh the negatives. It's just the correct choice for the City of Fargo. Regards-	Email

67	Oscar W. Sorenson	Leave 64th alone except for a stop and go light at 335T. Put a complete new road 1 to 1.72 miles south of 64th. Much more cost effective & less headaches. Will need in the future anyway.	Public Input Meeting
68	Paul & Kathie Lutzen	We support this interchange now as you carefully planned – Very needed – We live in the Maple Valley area. Important to the fire department. We DO NOT support do nothing group	Public Input Meeting
69	Rachel Nesemeier	Re: Opposition to Proposed Interchange and On/Off Ramp on 64th Ave S To Whom It May Concern, We, Travis and Rachel Olson, are writing to strongly oppose the proposed construction of an interchange/ on/off ramp on 64th Avenue South. This project would directly and negatively affect our safety, quality of life, and daily access to our property. Our mailbox is located at the end of our driveway directly on 64th Avenue, and retrieving mail already requires us to navigate heavy and fast-moving traffic. In the past 3 years we have had our mailbox hit by oncoming traffic/vehicles traveling on 64th Ave. Adding an on/off ramp would make this task even more dangerous. Furthermore, we place our garbage at the end of the road for pickup, and the increased traffic would put us at risk simply by performing these routine responsibilities. Vehicles have also hit our garbage dumpsters that we have placed roadside on 64th Ave S, and even on windy days the wind will blow our garbage onto 64th Ave, causing a big problem for vehicles traveling on the road. Couple these issues with increased traffic flow and drivers that will sometimes travel at speeds on up to 70 mph (yes at slow times drivers will rapidly increase their speeds when they can) I worry about the safety of anyone traveling on this road or anyone that is in close proximity to these issues. We have noticed a lot of children walking alongside of 64th Ave as well and if we are hauling our garbage and mailboxes hit, I fear that we could have issues with humans being hit because of increased traffic flow. In addition, the proposed plan would cause significant traffic backups as vehicles attempt to exit onto 25th Street through the roundabout. These backups would block 64th Avenue and hinder residents from even being able to exit their own homes safely. This creates not only an inconvenience but a serious safety concern for families, children, and emergency access. We are also deeply concerned that this project would significantly decrease the value of our home by reducing safety, privacy, and accessibility in our neighborhood. We respectfully ask the City of Fargo to reconsider this proposal and look for alternative solutions that do not compromise the safety, property values, and accessibility of residents along 64th Avenue South. Thank you for your attention to this matter. Sincerely, Travis and Rachel Olson	Email
70	Rebecca Walters	PCN 24477 64th Ave I 29 exchange. Greetings from Maple Leaf Loop South. We, Bruce Bekkerus and Rebecca Walters moved to our house in 2023! We are enjoying our new neighborhood! We totally support the new interchange. Since we used to live in Moorhead and personally saw the benefits of the diverging diamond plan we support that the most! This will move the most traffic with the least amount of waiting at traffic lights! It will also have the least amount of left turn conflict! The interchange could actually reduce the traffic on 64th Ave because this will effectively be a direct access to Horace. Long before 64th Avenue was ever improved...still a gravel road, there were signs just off University Drive Hwy 81 stating, "Future Arterial Roadway". The future is now! As a property owner that has built a new home along 64th Avenue starting the acquisition and building process in 2018-2019, 64th Avenue was designed to only be an underpass or overpass like 40th Avenue. The city engineering communication was the next on/off ramp on 129 will be on 76th Avenue. Knowing this plan we proceeded to build. Since the current overpass was commissioned in 2022, the traffic and speed has negatively impacted our neighborhood and has raising concerns about the safety of our families. This has been raised by several of us many times to city engineering and police without successful resolution. Learning about this proposed project will only amplify our current issues driving our property values down and raising our residential neighborhood safety concerns higher. 1. We would like to invite you to our neighborhood to see this issue. Please let me know when a good time will be and we can coordinate. 2. We would like to review the current (during High Schools in session) traffic study performed to monitor speed and traffic flow and results stamped by a Professional Engineer. 3. We have a neighborhood petition already signed by the majority of the residents along 64th Ave. Let me know if a pdf version of the petition is acceptable to send. Hi, I realized I had the incorrect PCN number - it should be 24477 Thank, Rob Kost	Email
71	Rob Kost		Email
	Rob Kost		Email

	Hi Ron, Matt, Aaron, Today I met with Aaron in person at the NDDOT office in Fargo, and I mentioned that I would follow up with you regarding the PCN 24477 project that has a lot of funding coming from the NDDOT. As a property owner that has built a new home along 64th Avenue starting the acquisition and building process in 2018-2019, 64th Avenue was designed to only be an underpass or overpass like 40th Avenue. The Fargo city engineering communication was the next on/off ramp on I-29 will be on 76th Avenue. Knowing this plan we proceeded to build. Since the current overpass was commissioned in 2022, the traffic and speed have negatively impacted our neighborhood and has raising concerns about the safety of our families. This has been raised by several of us many times to city engineering and police without successful resolution. Learning about this proposed project will only amplify our current issues driving our property values down and raising our residential neighborhood safety concerns higher. 1. We would like to invite you to our neighborhood to see this issue. Please let me know when a good time will be and we can coordinate. 2. We would like to review the current (during High Schools in session) traffic study (current and projections) performed to monitor speed and traffic flow and results stamped by a Professional Engineer. 3. According to the map and discussion with Chris Dahl from Bolton and Menk, the current impact study stops at the dike area on 64th Ave. How can the traffic volume/speed/impact study area be extended to the 25th St. S. roundabout, which will include the residential neighborhood we live in? - see map below. We already have a major problem with the current traffic as the road is designed today, and if the traffic flow is 2-3x is mind boggling how much negative impact it will have. 4. We are very interested to see the results of the engineering study and options to resolve the risks. 4. We have a neighborhood petition signed by the majority of the residents in the 64th Ave. area. When we have been going door to door to discuss with the neighborhood, there is extreme negative comments by the community, and there were many that were not aware of the project until I explained. Many from the community were not able to join the meeting last week that occurred right before the Labor Day Holiday weekend (including myself). How do we get more accurate public representation for this project, especially in the area that is impacted? We ask for your support to proceed with the originally planned 76th Ave S interchange, and stop the progression of this project that will add additional traffic volume in our residential neighborhood that is not designed for it, along with being misled by the City of Fargo engineering plans. If this project continues, the project needs to budget for the buyout of the homes along 64th Ave. to safely accommodate this significant traffic flow. Correspondence regarding this project has been sent to Senator Hoven, Governor Armstrong, Mayor Mahoney, Fargo City Commissioners, Fargo City Engineering, Metro COG, and Bolton & Menk. Let me know if you have any questions, and I would be happy to discuss in person. Thanks, Rob Kost	Email
Rob Kost	Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG, I am OPPOSED to the 64th Ave /I-29 Interchange - PCN 24477 64th Ave. Interchange The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know. Key Points: - There are NO RESIDENTIAL HOUSES on those other two thoroughfares. 64th Ave has residential housing/driveways directly onto the street. - Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S? - The current traffic is expected to increase 2-3 times with this project. Imagine the increased risk to the residents. - The engineering study did not include the residential neighborhood on 64th Ave. - We do not need more special assessments - We expect our property values to significantly decrease from this project The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives? Please accelerate the PLANNED 76th Ave /I- 29 Interchange to resolve the situation, versus ruining our residential neighborhood with this unplanned project. Thanks for your support against this project Hi,	Email
Rob Kost	Attached are 2 PDF documents. One with the signed petition to stop the 64th Ave. Interchange project One with signed letters from neighbors There may be duplicates on the petition, signed letters and emails being sent. I just wanted to ensure there was no gaps. Thanks for your support in stopping the 64th Ave. Interchange Project.	Email

	Hi City/State Leaders, I wanted to ensure that you have a copy of the presentation that was shared at the 11SEP2025 Metro COG meeting in Fargo. Please consider: 1. Staying with the 64th Ave S. plan presented to the residents prior to Aug. 2025 - 64th Ave. / I-29 Overpass ONLY 2. Accelerating the 76th Ave. S. / I-29 interchange per the attached study at this link: 76th Avenue South Corridor Study :: Fargo-Moorhead Metro COG Once again, it is very disappointing that the residents have not been properly informed of the progression of this proposed interchange on 64th Ave. but instead we were told it was only to be an overpass, so we made decisions for our homes and families accordingly. Let me know if you have any questions. Thanks, Hi Aaron/Chris/Matt/Ben/Jeremy/Nathan, I would like to understand the process and who needs to authorize the request to include the residential district to the East of I-29 in the 64th Ave. interchange project (PCN 24477) (MetroCOG ID 9250023)? If the interchange project does move forward, this area needs to be added into the scope of the project for safety, traffic flow control and residential impact. Which from my understanding has not been considered in the current scope. Let me know if you have any questions, and I look forward to your response on next steps. Thanks, Rob Kost	Email
72	Rob Kost Rob Kost Rob Renschler Hi Eric and Blue, DO NOTHING I just paid for 64th Ave to be finished and was told there wouldn't be an on ramp. I have kids and due to the projected increase in traffic from the increase number of cars getting on I-29 My name is Ryan Slominski, my wife Brianna and I live in Selkirk first addition right on the corner of Archer Pl S and 66th Ave S. We saw on the KVRB Facebook page that there was a public meeting last night regarding the plans for I-29 ramps on 64th, which ends up being right near our house, and just had a couple questions. - Could you let me know what the best way is to stay in the loop on future communications about this project and other neighborhood city projects? We just moved back to Fargo from Moorhead in January and were unaware the meeting was planned, but would definitely like to attend any future meetings or get any future correspondence since it's so close to our home. - Is there a way to see minutes or a recording of how things went? I'm especially curious to hear if one of the three options was favored or finalized. Thanks and have a good holiday weekend!	Email Petition Public Input Meeting
73	Ryan Slominski My name is Ryan Slominski, my wife Brianna and I live in Selkirk first addition right on the corner of Archer Pl S and 66th Ave S. We saw on the KVRB Facebook page that there was a public meeting last night regarding the plans for I-29 ramps on 64th, which ends up being right near our house, and just had a couple questions. - Could you let me know what the best way is to stay in the loop on future communications about this project and other neighborhood city projects? We just moved back to Fargo from Moorhead in January and were unaware the meeting was planned, but would definitely like to attend any future meetings or get any future correspondence since it's so close to our home. - Is there a way to see minutes or a recording of how things went? I'm especially curious to hear if one of the three options was favored or finalized. Thanks and have a good holiday weekend!	Email
74	Sarah Stock N/A	Petition
75	Scott Van Dam N/A As a property owner on 64th Avenue South in Fargo, I am writing to request that the 64th Avenue overpass on I-29 remain unchanged. Please do not add on/off ramps. 64th avenue is a residential street with driveways for single-family homes. Traffic is heavy since connecting 64th Avenue with 45th street south in 2023. The mailbox for each residence is at the curb along 64th Avenue. The USPS delivers daily. I retired in May 2025. I have been surprised how frequently a firetruck departs from the new fire station on 64th Avenue near I-29. Please do not add additional traffic by making 64th avenue into a freeway off-ramp. Years ago, residents in the area were told that the next freeway interchange south of 52nd Avenue would be on 76th Avenue. This would appear best for Davies High School.	Petition
76	Shanon Mark Sell I retired in May 2025. I have been surprised how frequently a firetruck departs from the new fire station on 64th Avenue near I-29. Please do not add additional traffic by making 64th avenue into a freeway off-ramp. Years ago, residents in the area were told that the next freeway interchange south of 52nd Avenue would be on 76th Avenue. This would appear best for Davies High School.	Email
	Thank you, N/A	Petition

77	Tony Grindberg	Mark, Blue, good morning! I am passing along City Commission minutes, background/history information on the 64th Ave S project. Please submit this as public input per your August 28th meeting. IMO, much of the public concern voiced during the meeting was traffic speed which can address with increased police presence and future traffic lights. I used the Veteran's overpass/interchange project in West Fargo as example to the 2019 debate at the city commission level. The revised data Bolton presented last week accelerates the data used in 2019 for a hybrid interchange model. Proof that the interchange is warranted as a vital community growth infrastructure project. For what it's worth, another example of poor planning and added cost. The original overpass width was designed for a hybrid interchange. Now it appears widening the overpass is required with added expense for a full interchange. Other information to consider. The FM Diversion substantial completion set for October 2026 and with interest rates expected to decline, increased growth West of I-29 should be a top priority for the City of Fargo for future tax base operating now with property tax caps. Developers are poised to invest in residential and commercial development are waiting for decisions on the interchange. Copy Com. Piepkorn who has City of Fargo planning portfolio and Com Turnberg who has engineering portfolio. Questions, PLMK	Email
78	Tonya McKay	Have a great week.	Petition
79	Travis & Rachel Olson	N/A	Petition
80	Vitality Starosta	N/A	Petition
81	Walter Samuel	Mr. Weber, I am OPPOSED to the 64th Ave interchange. The current proposition is to make 64th Ave S like 32nd Ave S with on and off ramps as you know. The DIFFERENCE is there are NO RESIDENTIAL HOUSES on those other two thoroughfares. 64th Ave has residential housing/driveways directly onto the street, homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.7 The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S is that when the frontage on all property purchased by the city from homeowners, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps. When does the city have accountability on previous promises made to residents regardless of City Commissioner changes? Dear Mr. Weber, As a former member of the Fargo City Planning Commission representing the extraterritorial (17 yrs) where I lived then and currently on 64th Ave I am OPPOSED to the 64th Ave Interchange. When we built/planned for expansion on and off ramps/interchanges always leap frogged with overpasses/underpasses. I'm not sure where the change came in for 64th Ave but when I sold my property to develop 64th into the current street it is. The engineering department confirmed with me that there would be no interchange on 64th only an overpass/underpass. It is disappointing to me that with the promise from the city/engineering department in 2016 when we sold our frontage until now the city has seemed to forget the promises they made. I strongly encourage you to look back on the agreements the City of Fargo made with residents along 64th Ave when buying the frontage.	Email
	Walter Samuel	N/A	Petition

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S. with on and off ramps as you know.

Key Points:

- There are NO RESIDENTIAL HOUSES on those other two thoroughfares.
- 64th Ave has residential housing/driveways directly onto the street
- Homeowners are backing onto this street from their driveways, mailmen/FedEx/Amazon drivers are delivering. Does this occur on 32nd Ave or 52nd Ave S.?
- The current traffic is expected to increase 2-3 times with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to significantly decrease from this project

The part that is the most frustrating regarding this proposal of an interchange vs overpass on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would NEVER have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: CAROL HARMS

Signature/Date: Carol Harms 9-8-2025

Address: 3323 Maple Leaf Loop S Fargo.

Email: c.harms @ ymail. com.

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

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Name Printed: Lindsey Fraase

Signature/Date: Lindsey Fraase

Address: 2116 64th Ave S Fargo ND

Email: lfraase@wanzek.com

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Name Printed: Marcella Becker

Signature/Date: Marcella Becker 9/7/25

Address: 6217-25th St. S. Fargo, N.D 58104

Email: marcellabecker@outlook.com

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Name Printed: DARVIN BECKER

Signature/Date: Darvin Becker 7 SEPT 25

Address: 6217 25th S Fargo ND 58104

Email: _____

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Key Points:

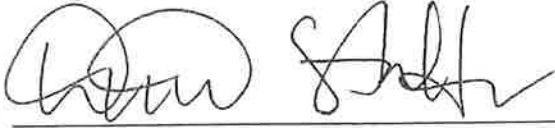
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Name Printed: Emilee Stafford

Signature/Date:  9/7/2025

Address: 3302 Maple Leaf Loop S. Fargo, ND 58104

Email: emilee.stafford@protonmail.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

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Key Points:

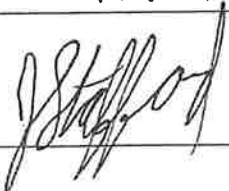
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Please accelerate the **PLANNED 76th Ave./I- 29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Jonathan Stafford

Signature/Date:  September 7th, 2025

Address: 3302 Maple Leaf Loop S, Fargo ND 58104

Email: jonathan.je.stafford@protonmail.com

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Name Printed: Lee Haugen

Signature/Date: Lee Haugen 9-7-25

Address: 2608 64th Ave S

Email: haugenlee27@gmail.com

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Name Printed: CLARENCE WHISMAN

Signature/Date: Clarence Whisman

Address: 1514 64 TH AVE. SO. FARGO, ND

Email: C.WHISMAN@HOTMAIL.COM

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Name Printed: EDDY BERGLUND

Signature/Date: Eddy Berglund 9-7-25

Address: 1406 64th Ave S

Email: Post Eddy.38@hotmail.com

Dear Bolton & Menk, City of Fargo, NDDOT, MetroCOG,

I am **OPPOSED** to the 64th Ave / I-29 Interchange - **PCN 24477 64th Ave. Interchange**

The current proposition is to make 64th Ave S like 32nd Ave S or 52nd Ave S, with on and off ramps as you know.

Key Points:

- There are **NO RESIDENTIAL HOUSES** on those other two thoroughfares.
- 64th Ave has **residential housing/driveways** directly onto the street
- Homeowners are **backing onto this street** from their driveways, mailmen/FedEx/Amazon drivers are **delivering**. Does this occur on 32nd Ave or 52nd Ave S?
- The current traffic is **expected to increase 2-3 times** with this project, imagine the increased risk to the residents.
- The engineering study **did not include** the residential neighborhood on 64th Ave.
- We do not need more special assessments
- We expect our property values to **significantly decrease** from this project

The part that is the most frustrating regarding this **proposal of an interchange vs overpass** on 64th Ave S, we were guaranteed by the city/engineering department that this overpass would **NEVER** have on and off ramps.

When do the city and state have accountability on previous promises made to residents regardless of City Commissioner changes or other business driven motives?

Please accelerate the **PLANNED 76th Ave./I-29 Interchange** to resolve the situation, versus ruining our residential neighborhood with this unplanned project.

Name Printed: Lori Whisman

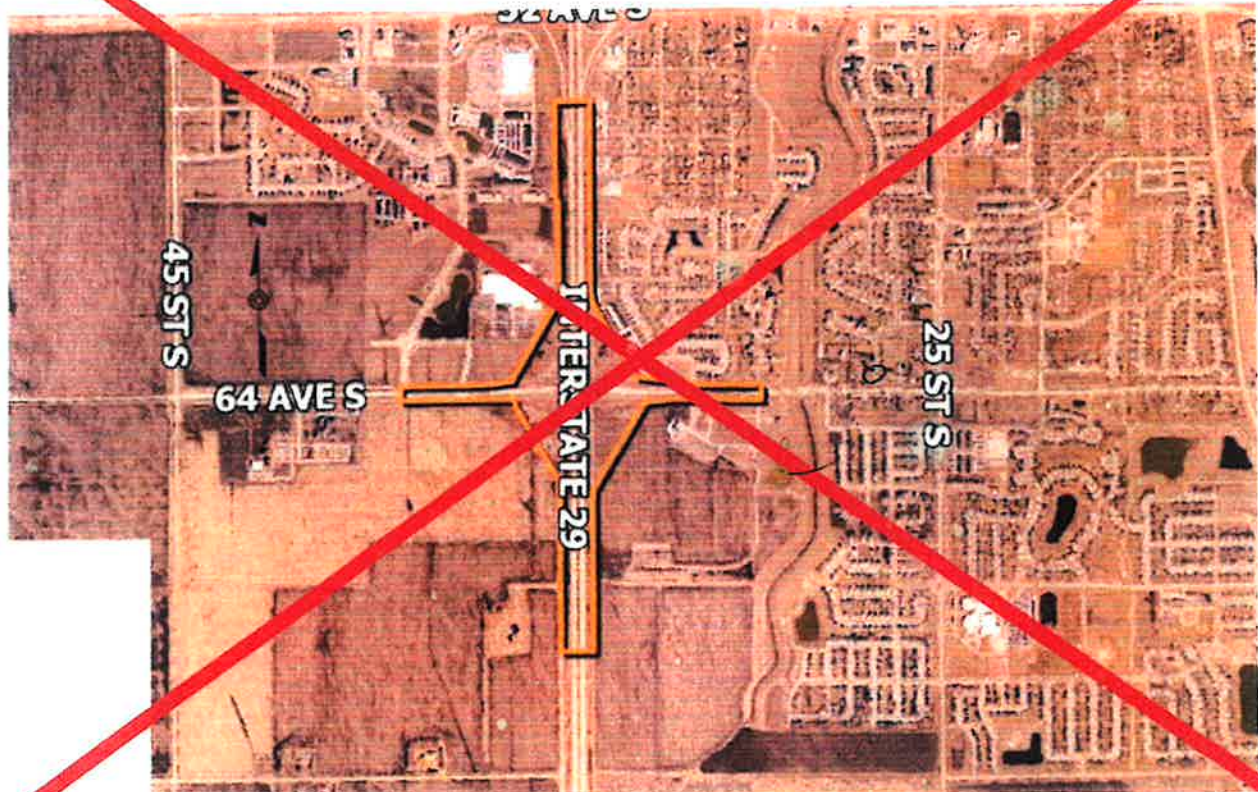
Signature/Date: Lori Whisman 9/7/25

Address: 1514 64 Av. So. Fargo, ND

Email: WhismanLori@gmail.com

We raise a Petition as concerned home owners to:

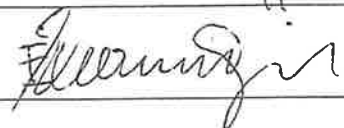
Stop the Interstate 29 & 64th Ave South Interchange project. PCN 24477



Homeowners Name (printed) Robert Kost

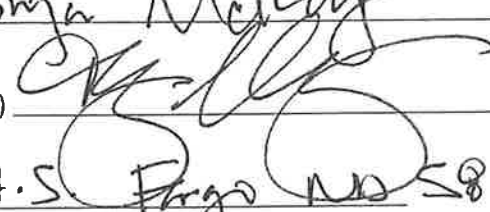
Homeowners Name (Signed/Date) Tzel 26 8/26/2025

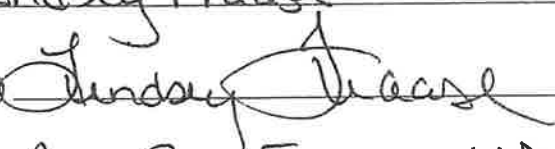
Address 6357 27th St. S. Fargo, ND

2 Homeowners Name (printed) Eliana Gill
Homeowners Name (Signed/Date)  8/26/25
Address 6357 27th ST S Fargo, ND 58104

3 Homeowners Name (printed) Ualter Samuel
Homeowners Name (Signed/Date) 8-27-25 D. U. M. H.
Address 6210 27th St S. Fargo, ND 58104

4 Homeowners Name (printed) Clarence Samuel
Homeowners Name (Signed/Date) C. U. M. H. 8-27-25
Address 6396 27th St S, Fargo, ND 58104

5 Homeowners Name (printed) Tonya McCarty
Homeowners Name (Signed/Date) 
Address 4396 27th St S. Fargo ND 58104

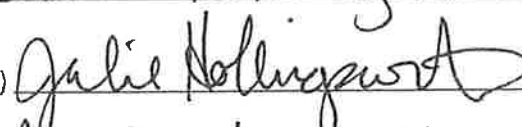
6 Homeowners Name (printed) Lindsey Fraase
Homeowners Name (Signed/Date) 
Address 2616 16th Ave S Fargo ND 58104

7 Homeowners Name (printed) Justin Fraase

Homeowners Name (Signed/Date)  8-27-25

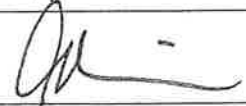
Address 2616 64th Ave So Fargo ND 58104

6 Homeowners Name (printed) Julie Hollingsworth

Homeowners Name (Signed/Date)  8-27-25

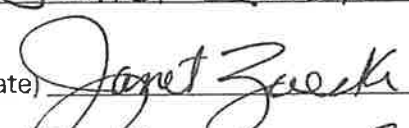
Address 2704 64th Ave S. Fargo, ND 58104

7 Homeowners Name (printed) Adam Hollingsworth

Homeowners Name (Signed/Date) 

Address 2704 64th Ave. S Fargo, ND 58104

10 Homeowners Name (printed) Janet Zaeske

Homeowners Name (Signed/Date)  8/27/25

Address 2716 64th Ave S. Fargo, ND.

11 Homeowners Name (printed) David Zaeske

Homeowners Name (Signed/Date) 

Address 2716 64 Ave S

12 Homeowners Name (printed) TRAVIS & RACHEL OLSON

Homeowners Name (Signed/Date)  09/27/25

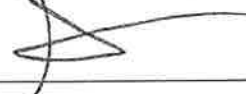
Address 2805 64th Ave. S.

13 Homeowners Name (printed) Scott Van Dam

Homeowners Name (Signed/Date) 

Address 2730 Samuel Dr S.

14 Homeowners Name (printed) Mike ~~St~~ Stock

Homeowners Name (Signed/Date)  8-27-25

Address 2823 64 Ave S

15 Homeowners Name (printed) Sarah STOCK

Homeowners Name (Signed/Date) Sarah Stock 8/27/25

Address 2823 64th AVE S FARGO ND 58104

16 Homeowners Name (printed) Jamie Steidl

Homeowners Name (Signed/Date)  8/27/25

Address 6314 31st St S

17 Homeowners Name (printed) Kaley Steidl
Homeowners Name (Signed/Date) Kaley Steidl
Address 6314 31st St S Fargo ND

18 Homeowners Name (printed) Brent Hella
Homeowners Name (Signed/Date) [Signature] aug. 27. 2025
Address 6315 31st St. S Fargo ND

19 Homeowners Name (printed) Shanon Mark Sell
Homeowners Name (Signed/Date) L. Mark Sell 8/27/25
Address 2505 - 64th Avenue 58104

20 Homeowners Name (printed) Don Kinzler
Homeowners Name (Signed/Date) Don Kinzler 8/27/2025
Address 6313 27th St. South

21 Homeowners Name (printed) Mary Kinzler
Homeowners Name (Signed/Date) Mary Kinzler
Address 6313 27th St. South

22 Homeowners Name (printed) Lee Haugen

Homeowners Name (Signed/Date) Lee Haugen 8-28-25

Address 2608 64th Ave S
FARGO, ND 58104

23 Homeowners Name (printed) CLARENCE WHISMAN

Homeowners Name (Signed/Date) Clarence Whisman

Address 8-28-25 1514 64TH AVE. 50. FARGO, ND
58104

24 Homeowners Name (printed) Malaika Ebert

Homeowners Name (Signed/Date) Malaika Ebert

Address 3299 Maple Leaf Loop S, Fargo, ND, 58104

25 Homeowners Name (printed) Casuy Anhorn

Homeowners Name (Signed/Date) Casuy Anhorn 9/3/2025

Address 3303 Maple Leaf Loop S

26 Homeowners Name (printed) Kerby Blasing

Homeowners Name (Signed/Date) Kerby Blasing 9-3-25

Address 3315 maple Leaf Loop S, Fargo ND 58104

27 Homeowners Name (printed) CAROL HARMS,

Homeowners Name (Signed/Date) Carol Harms

Address 3323 Maple Leaf Loop S Fargo ND

28 Homeowners Name (printed) DARVIN BECKER

Homeowners Name (Signed/Date) Darvin Becker 7 Sept 25

Address 6217 25th S Fargo ND 58104

29 Homeowners Name (printed) Marcella Becker

Homeowners Name (Signed/Date) Marcella Becker 9/7/25

Address 6217-25th St. S. Fargo, N.D 58104

30 Homeowners Name (printed) Jonathan Stafford

Homeowners Name (Signed/Date) J Stafford Sept 7th, 2025

Address 3302 Maple Leaf Loop S Fargo ND 58104

31 Homeowners Name (printed) Emilie Stafford

Homeowners Name (Signed/Date) Emilie Stafford 9/7/2025

Address 3302 Maple Leaf Loop S. Fargo, ND 58104

32 Homeowners Name (printed) Alfonso MacDermid
 Homeowners Name (Signed/Date) [Signature]
 Address 1456 63rd Ave S, Fargo

33 Homeowners Name (printed) Michelle A McCollum
 Homeowners Name (Signed/Date) [Signature]
 Address 1410 64th AVE N Fargo

34 Homeowners Name (printed) Vitaliy Starosta
 Homeowners Name (Signed/Date) [Signature] 09/07/25
 Address 6411 15th S Fargo

35 Homeowners Name (printed) Derwood FliFlat
 Homeowners Name (Signed/Date) Derwood FliFlat 9/9/25
 Address 1504 64th Ave S F

36 Homeowners Name (printed) Lori Whisman
 Homeowners Name (Signed/Date) Lori Whisman 9/10/25
 Address 1544 64th Ave



29
Denise Kolpack, City Commissioner

Fargo City Hall

225 4th Street North

Fargo, ND 58102-4817

Phone: 701.715.4895 | Fax: 701.476.4136

www.FargoND.gov

MEMORANDUM

TO: BOARD OF CITY COMMISSIONERS

FROM: COMMISSIONER DENISE KOLPACK

DATE: JANUARY 20, 2026

SUBJECT: INFORMATIONAL UPDATE ON EMPLOYEE ENGAGEMENT SURVEY

Since the Employee Engagement Survey results were released on November 21, 2025, departments have been working on addressing concerns relative to their departmental feedback. I am requesting an overview of the work to date, along with a preview of future work that will continue to mitigate risks, help build trust and reinforce the City's commitment to operationalize and tactically address employees concerns.

RECOMMENDED MOTION: No action required. For information purposes only.



30a

December 19, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by TTE Holdings LLC. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$24,152 with the City of Fargo's share being \$4,105.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

Property Owner *

TTE HOLDINGS LLC

Description Of Improvements For Exemption

Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed. *

Interior renovations were completed to prepare the facility for sales & operations, including sealing and painting the warehouse, epoxy flooring installation, and enclosing the loading dock to support

Building permit No. *

2507-1094-REN

Year built (residential property) *

1986

Date of commencement of making the improvements *

11/15/2023

Estimated market value of property before the improvements *

\$ 433,333.00

Cost of making the improvement (all labor, material and overhead) *

\$ 200,000.00

Estimated market value of property after the improvements *

\$ 700,000.00

Applicant's Certification And Signature

I certify that the information contained in this application is correct to the best of my knowledge.



Date *

12/15/2025

Assessor's Determination And Signature

The assessor/county director of tax
equalization finds that the improvements
described in this application *
meet the qualifications for exemption for the
following reason(s): *

☒ do
☐ do not

The residential property was built 25 or more years ago

Assessor/Director of Tax Equalization

Michael Splonskowski

Date * 12/16/2025

Action of Governing Body

Action taken on this application by the
governing board of the county or city: *

☒ Approved
☐ Denied

Approval is subject to the following conditions:

Exemption is allowed for years

Year



30b

December 19, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by TTE Holdings LLC. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$5,367 with the City of Fargo's share being \$912.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

Property Owner *

TTE HOLDINGS LLC

Description Of Improvements For Exemption

Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed. *

Commercial building renovations and alterations including structural improvements, interior remodeling, electrical and lighting upgrades, HVAC and humidity control installation, warehouse

Building permit No. *

N/A

Year built (residential property) *

1986

Date of commencement of making the improvements *

11/1/2023

Estimated market value of property before the improvements *

\$ 867,000.00

Cost of making the improvement (all labor, material and overhead) *

\$ 400,000.00

Estimated market value of property after the improvements *

\$ 1,300,000.00

Applicant's Certification And Signature

I certify that the information contained in this application is correct to the best of my knowledge.

Tom Enright

Date *

12/15/2025

Assessor's Determination And Signature

The assessor/county director of tax equalization finds that the improvements described in this application ^{*} do ^{*} do not meet the qualifications for exemption for the following reason(s): ^{*}

The residential property was built 25 or more years ago

Assessor/Director of Tax Equalization
Michael Splonskowski

Date ^{*} 12/16/2025

Action of Governing Body

Action taken on this application by the governing board of the county or city: ^{*} ☐ Approved ☐ Denied

Approval is subject to the following conditions:

Exemption is allowed for years

Year



30C

December 19, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Michael and Hayley Hannesson. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$177 with the City of Fargo's share being \$30.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02-2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal Description of the property for which exemption is claimed
Lot 20, Block 12, South View Villages
2. Address of Property _____
3. Parcel Number _____
4. Name of Property Owner HANNESSON, MICHAEL & HAYLEY JO Phone No. _____
5. Mailing Address of Property Owner _____

Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary).
Reside Dwelling
7. Building permit No. 25070131
8. Year built (residential property) 1978
9. Date of commencement of making the improvements 7/15/25
10. Estimated market value of property before the improvements \$ 305,700
11. Cost of making the improvement (all labor, material and overhead) \$ 56,109.39
12. Estimated market value of property after the improvements \$ 318,900

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.
Applicant Hayley Hannesson Date 12-16-2025

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application
☒ do not meet the qualifications for exemption for the following reason(s):
Assessor/Director of Tax Equalization Mark S. [Signature] Date 12-23-2025

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: Approved _____ Denied _____
Approval is subject to the following conditions: _____
Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.
Chairperson _____ Date _____



30d

December 19, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Haley Vargas and Juan Ramirez Vargas. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$19 with the City of Fargo's share being \$3.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

Property Owner *

VARGAS, HALEY & VARGAS RAMIREZ, JUAN

Description Of Improvements For Exemption

Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed. *

Finishing section of basement. Adding lights and outlets in independent circuits. Rerouting of electrical wires. Walls: framing, insulation, and sheetrock. Flooring and ceiling. Installing 2 doors.

Building permit No. *

2205-0097-REN

Year built (residential property) *

1916

Date of commencement of making the improvements *

6/3/2022

Estimated market value of property before the improvements *

\$ 219,900.00

Cost of making the improvement (all labor, material and overhead) *

\$ 10,000.00

Estimated market value of property after the improvements *

\$ 221,300.00

Applicant's Certification And Signature

I certify that the information contained in this application is correct to the best of my knowledge.



Date *

12/15/2025

Assessor's Determination And Signature

The assessor/county director of tax
equalization finds that the improvements
described in this application *



do



do not

meet the qualifications for exemption for the
following reason(s): *

The residential property was built 25 or more years ago

Assessor/Director of Tax Equalization

Michael Splonskowski

Date *

12/16/2025

Action of Governing Body

Action taken on this application by the
governing board of the county or city: *

Approved

Denied

Approval is subject to the following conditions:

Exemption is allowed for years

Year



30e

December 15, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by George and Jan Boyer. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$302 with the City of Fargo's share being \$51.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal description of the property for which exemption is claimed _____	
2. Address of Property _____	
3. Parcel Number _____	
4. Name of Property Owner <u>George & Jan Boyer</u>	Phone No. _____
5. Mailing Address of Property Owner _____	

Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary). <u>renovate/remodel</u> <u>remodel kitchen, add half bath, replace 10 windows</u>	
7. Building permit No. _____	8. Year built (residential property) <u>1985</u>
9. Date of commencement of making the improvements <u>4-1-2005</u>	
10. Estimated market value of property before the improvements	\$ <u>200,000</u>
11. Cost of making the improvement (all labor, material and overhead)	\$ <u>25,000</u>
12. Estimated market value of property after the improvements	\$ <u>225,000</u>

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.	
Applicant <u>[Signature]</u>	Date <u>12-11-2005</u>

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application do ☐ do not ☐ meet the qualifications for exemption for the following reason(s): _____	
Assessor/Director of Tax Equalization _____ Date _____	

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: Approved ☐ Denied ☐	
Approval is subject to the following conditions: _____	
Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.	
Chairperson _____	Date _____



30f

December 15, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Jonathan and Jennifer Hoffman. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$639 with the City of Fargo's share being \$109.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal description of the property for which exemption is claimed _____
2. Address of Property _____
3. Parcel Number _____
4. Name of Property Owner Jonathan and Jennifer Hoffman Phone No. _____
5. Mailing Address of Property Owner _____

Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary). Finish Lower Level
7. Building permit No. 2509-0388 8. Year built (residential property) 1974
9. Date of commencement of making the improvements 9/8/2025
10. Estimated market value of property before the improvements \$ 272,900.00
11. Cost of making the improvement (all labor, material and overhead) \$ 107,400
12. Estimated market value of property after the improvements \$ 320,500.00

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.

Applicant



Date

12/11/25

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application do ☒ do not ☐ meet the qualifications for exemption for the following reason(s): _____

Assessor/Director of Tax Equalization



Date

12-23-2025

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: Approved ☐ Denied ☐
Approval is subject to the following conditions: _____

Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.

Chairperson

Date



30g

December 9, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Barret and Jennifer Wood. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$156 with the City of Fargo's share being \$26.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02-2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal Description of the property for which exemption is claimed _____
2. Address of Property _____
3. Parcel Number _____
4. Name of Property Owner **WOOD, BARRETT & JENNIFER L** Phone No. _____
5. Mailing Address of Property Owner _____

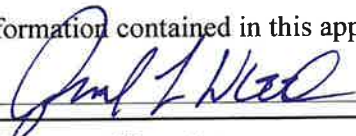
Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary). _____
7. Building permit No. **25050915**
8. Year built (residential property) **1987**
9. Date of commencement of making the improvements **5/28/25**
10. Estimated market value of property before the improvements \$ **379,100**
11. Cost of making the improvement (all labor, material and overhead) \$ **66,792**
12. Estimated market value of property after the improvements \$ **390,700**

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.

Applicant



Date

12-1-2025

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application
☒ do ☐ do not meet the qualifications for exemption for the following reason(s): _____

Assessor/Director of Tax Equalization



Date

12-23-2025

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: ☒ Approved ☐ Denied

Approval is subject to the following conditions: _____

Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.

Chairperson

Date



30h

December 9, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Michael and Sarah Keim. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$215 with the City of Fargo's share being \$36.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02-2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal Description of the property for which exemption is claimed _____
2. Address of Property _____
3. Parcel Number _____
4. Name of Property Owner KEIM, MICHAEL & SARAH Phone No. _____
5. Mailing Address of Property Owner _____

Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary). Bath Remodel
7. Building permit No. 25010583
8. Year built (residential property) 1990
9. Date of commencement of making the improvements 1/31/25
10. Estimated market value of property before the improvements \$ 449,500
11. Cost of making the improvement (all labor, material and overhead) \$ 84,000
12. Estimated market value of property after the improvements \$ 533,500

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.

Applicant

Mike Keim

Date

12/5/25

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application ☒ do ☐ do not meet the qualifications for exemption for the following reason(s): _____

Assessor/Director of Tax Equalization

Mike Stoneman Jr.

Date

12-23-2025

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: ☐ Approved ☐ Denied

Approval is subject to the following conditions: _____

Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.

Chairperson _____

Date _____



30i

December 19, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Ahron and Stacey Walter. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$2,348 with the City of Fargo's share being \$399.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

Property Owner *

WALTER, AHRON J & STACEY J

Description Of Improvements For Exemption

Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed. *

Small addition to the house along with a full remodel of the garage, kitchen and existing sunroom. Partial remodel of the remainder of the house

Building permit No. *

2410-0908-ADD

Year built (residential property) *

1973

Date of commencement of making the improvements *

6/1/2025

Estimated market value of property before the improvements *

\$ 326,400.00

Cost of making the improvement (all labor, material and overhead) *

\$ 175,000.00

Estimated market value of property after the improvements *

\$ 495,000.00

Applicant's Certification And Signature

I certify that the information contained in this application is correct to the best of my knowledge.



Date *

12/19/2025

Assessor's Determination And Signature

The assessor/county director of tax
equalization finds that the improvements
described in this application *
meet the qualifications for exemption for the
following reason(s): *

☒ do☐ do not

The residential property was built 25 or more years ago

Assessor/Director of Tax Equalization

Michael Splonskowski

Date *

12/19/2025

Action of Governing Body

Action taken on this application by the
governing board of the county or city: *

☐ Approved☐ Denied

Approval is subject to the following conditions:

Exemption is allowed for years

Year



30j

December 9, 2025

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements submitted by Firas Omar. A description of the types of improvements to be made are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for 5 years.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$1,175 with the City of Fargo's share being \$200.

Sincerely,

A handwritten signature in black ink that reads "Mike Splonskowski".

Mike Splonskowski
City Assessor

nlb
attachment

Application For Property Tax Exemption For Improvements To Commercial And Residential Buildings

N.D.C.C. ch. 57-02.2

(File with the city assessor or county director of tax equalization)

Property Identification

1. Legal description of the property for which exemption is claimed _____
2. Address of Property _____
3. Parcel Number _____
4. Name of Property Owner Omar, Firas Phone No. _____
5. Mailing Address of Property Owner _____

Description Of Improvements For Exemption

6. Describe type of renovating, remodeling, alteration or addition made to the building for which exemption is claimed (attach additional sheets if necessary). Interior remodel - basement and main floor
7. Building permit No. n/a 8. Year built (residential property) 1900
9. Date of commencement of making the improvements 12/11/25
10. Estimated market value of property before the improvements \$ 110,800
11. Cost of making the improvement (all labor, material and overhead) \$ 136,000
12. Estimated market value of property after the improvements \$ 246,300

Applicant's Certification And Signature

13. I certify that the information contained in this application is correct to the best of my knowledge.
Applicant [Signature] Date 12/5/25

Assessor's Determination And Signature

14. The assessor/county director of tax equalization finds that the improvements described in this application do ☒ do not ☐ meet the qualifications for exemption for the following reason(s): _____
Assessor/Director of Tax Equalization [Signature] Date 12-23-2025

Action Of Governing Body

15. Action taken on this application by the governing board of the county or city: Approved ☐ Denied ☐
Approval is subject to the following conditions: _____
Exemption is allowed for years 20____, 20____, 20____, 20____, 20____.
Chairperson _____ Date _____