

INTERSECTION IMPROVEMENTS

Project No.

PCN

6-002(146)351

24422

US Hwy 2 and Airport Drive



Prepared by

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA**

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

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US Hwy 2 and Airport Drive Intersection Improvements

US Hwy 2 and Airport Drive

CERTIFICATION

This document is preliminary and not for construction or implementation purposes.

Draft Only

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- Appendix D Comments From the Draft Documented CATEX (Pending)

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- Decision Document
- Public Involvement Report
- Aquatic Resources Delineation Report
- Traffic Operations Report

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A. Project Description

Highway: US Highway 2
District: Grand Forks
Limits: Intersection of US Hwy 2 and Airport Drive from US Hwy 2 RP 350.69 to RP 352.74

Associated Project PCN(s) and Description(s): N/A

Table 1: Traffic Data

	Year	Totals
Current	2025	12,035
Forecast	2050	17,579

B. Project Schedule

Project: 6-002(146)351
Bid Ready: ~~Tentative 1/1/2027~~

C. Purpose of Project

The purpose of the project is to improve the intersection of US Highway (Hwy) 2 and Airport Drive near Grand Forks, ND ~~by providing a proactive and practical solution to~~ enhance operations along the US Hwy 2 corridor.

D. Need for Project

Existing Conditions:

The existing intersection of US Hwy 2 and Airport Drive, which is designated as County Road 5 (CR 5) south of US Hwy 2, is located west of Grand Forks. This intersection provides primary access to the Grand Forks Airport.

US Hwy 2 consists of two 12-foot lanes with 6-foot shoulders on the outside and 2-foot shoulders on the inside for both east bound (EB) and west bound (WB) directions. Existing dedicated turn lanes include EB left, EB right, WB left, and WB right. The intersection is controlled by a traffic signal. The speed limit traveling through the intersection along US Hwy 2 is 55 mph and increases to 70 mph approximately 0.5 miles west of the intersection.

Airport Drive consists of one 12-foot lane in each direction and has a south bound (SB) left turn lane at the intersection. The speed limit is 40 mph.

16th St NE/CR 5 consists of 12-foot lanes in each direction and has a north bound (NB) left turn lane at the intersection. CR 5 has a speed limit of 40 mph that transitions to 55 mph approximately 1000 feet south of the intersection of US Hwy 2 and Airport Drive.

See **Figure 1: Existing Typical Sections - Mainline** and **Figure 2: Existing Typical Sections - Turn Lanes** for the existing typical sections ~~at~~ the intersection.

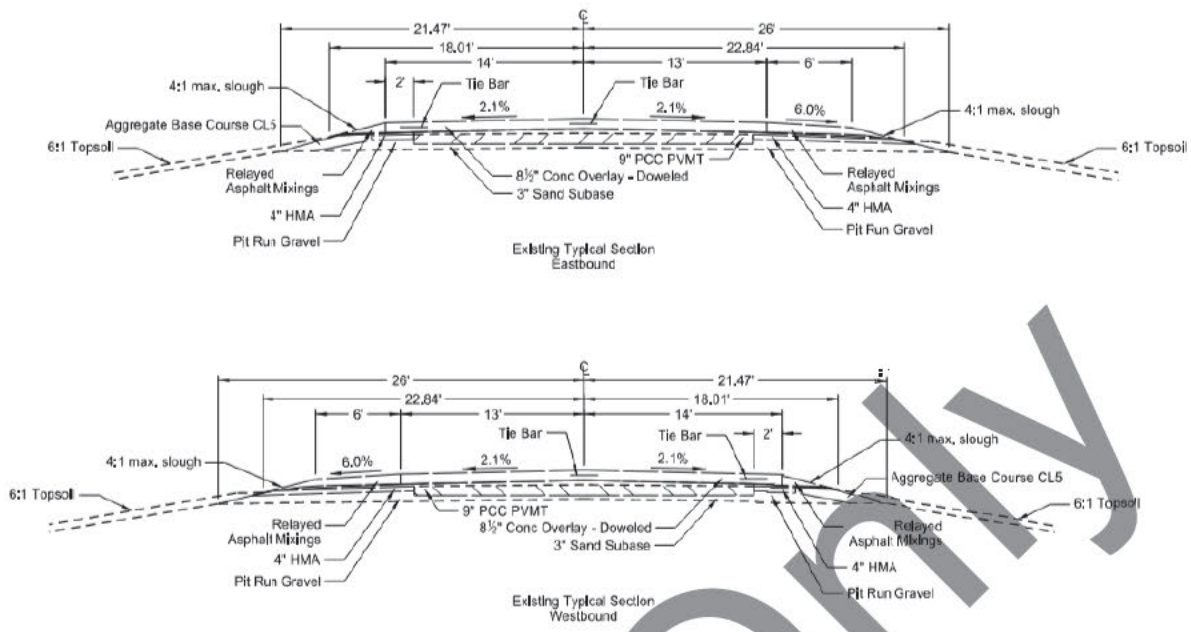


Figure 1: Existing Typical Sections - Mainline

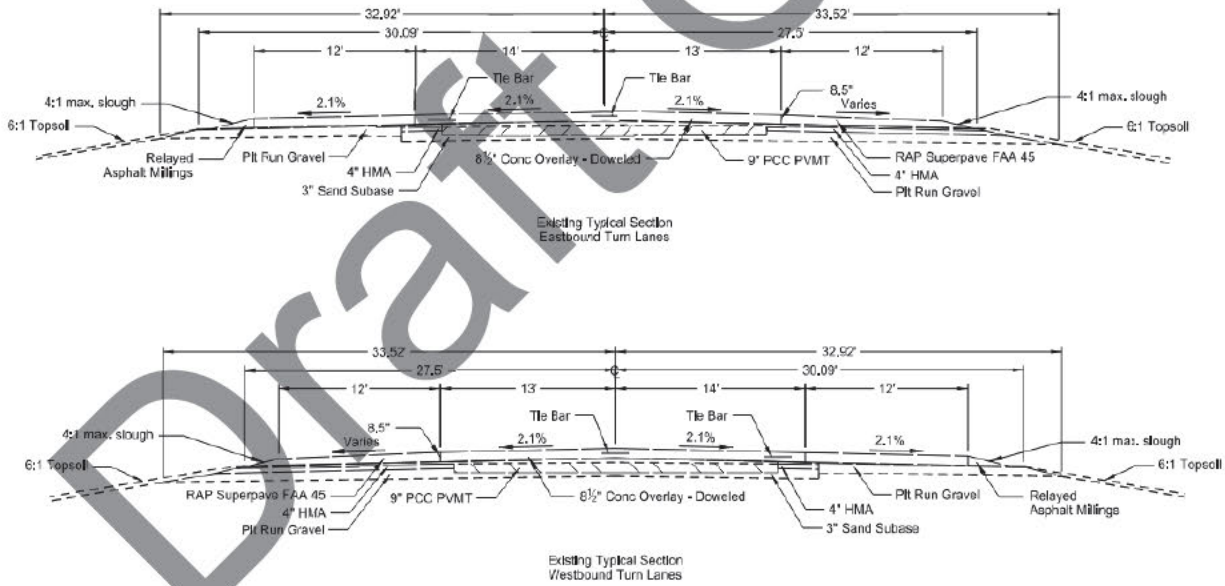


Figure 2: Existing Typical Sections - Turn Lanes

Deficiencies:

The intersection of US Hwy 2 and Airport Drive has been a focus of ongoing operational concerns for several years. The intersection has experienced traffic crashes, speeding, and driver impatience. Over the past 10 years, the NDDOT and its partners have introduced various

improvement measures including speed display signs, flashing beacons, dynamic message signs, larger speed limit signs, and speed reduction pavement marking. Despite the measures introduced, the intersection continues to pose challenges.

Scope of Work

The project consists of intersection improvements at the intersection of US Hwy 2 and Airport Drive near Grand Forks, ND. See **Figure 3: Project Location Map** for the project location and study area.

2026-2029 STIP: N/A

Scoping Report: N/A

2026 Documented CATEX: 

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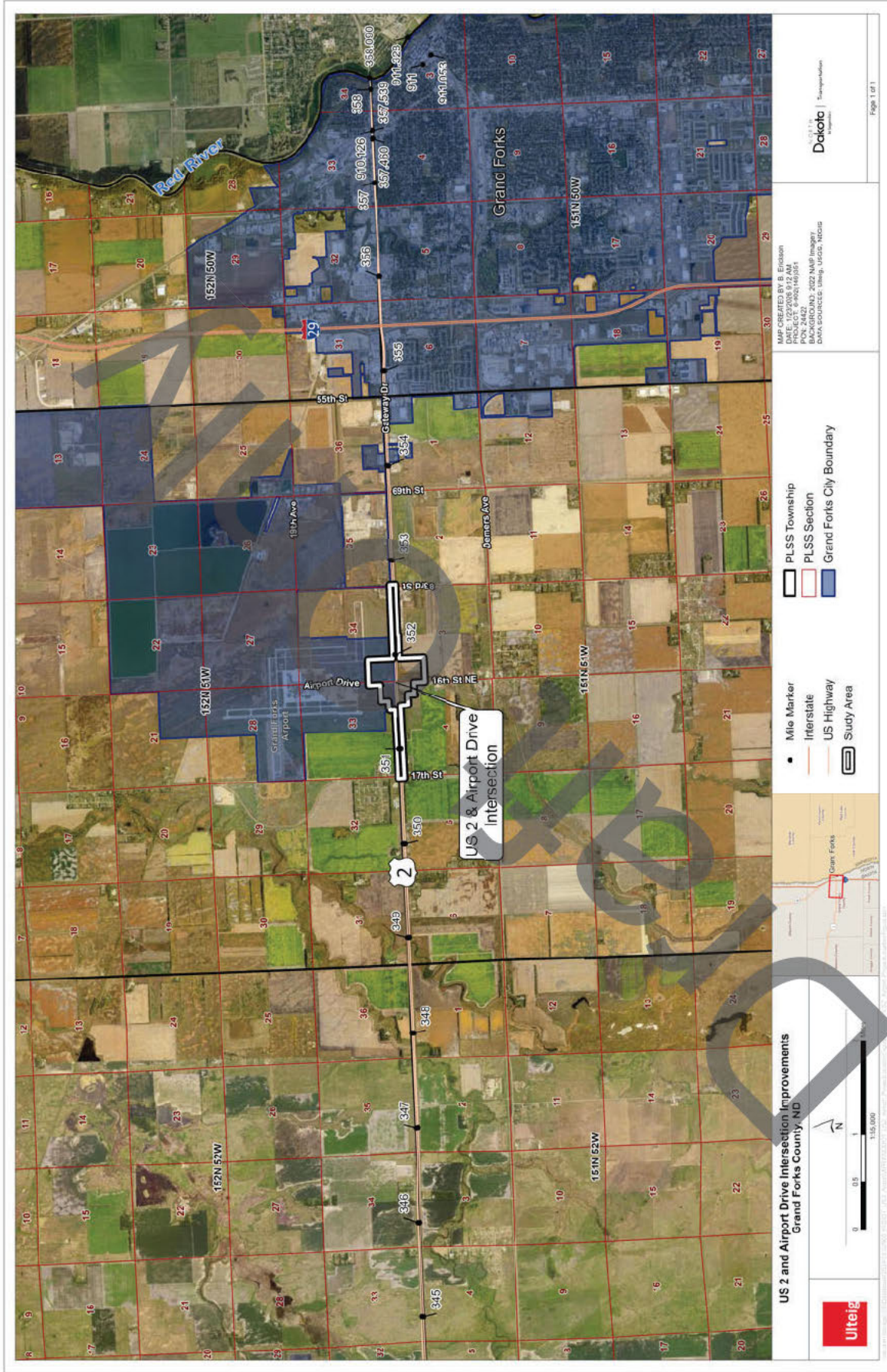


Figure 3: Project Location Map

E. Description of Alternatives

a. Alternative A: No Build

Alternative A, the No Build Alternative, would leave the existing conditions as-is, with the continuation of current maintenance practices. Under this alternative, no improvements would be completed at the intersection. Alternative A would not meet the purpose and need for the project.

b. Alternative B: Roundabout 2x1

The roundabout 2x1 alternative consists of two continuous through lanes along the eastbound and westbound approaches, and one lane along the northbound and southbound approaches. US Hwy 2 would consist of 12-foot lanes with curbs on both sides of the road, resulting in no shoulder width. Airport Drive and CR 5 would consist of 12-foot lanes with 4-foot shoulders. The lane configuration through the roundabout consists of a 19-foot outer lane with a 4-foot striped buffer and a 13-foot inner lane that has access to the truck apron. The posted speed limits would remain 55 mph on US Hwy 2 and 40 mph on Airport Drive and CR 5. An advisory speed limit sign of 30 mph would be used to reduce the operating speeds through the roundabout. See **Figures 4 - 7** for the proposed typical sections and **Figure 8: Alternative B Roundabout 2x1** for the proposed layout.

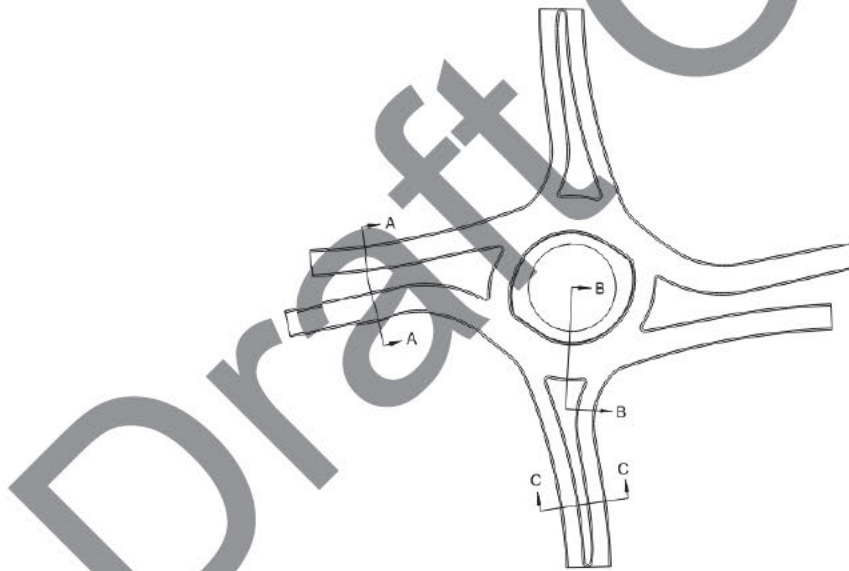


Figure 4: Roundabout 2x1 Proposed Typical Section Breakdown

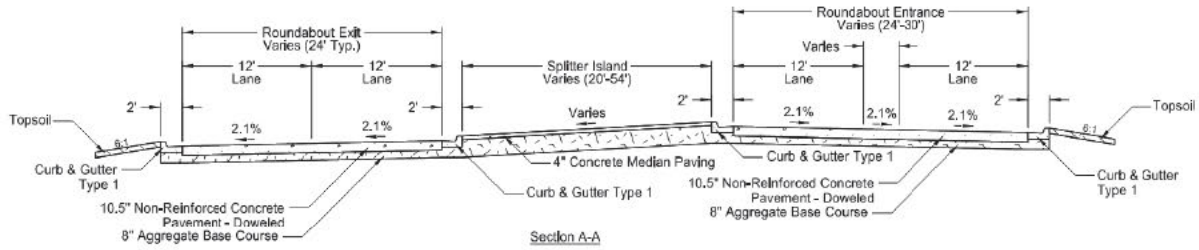


Figure 5: Proposed Typical Section - Section A-A

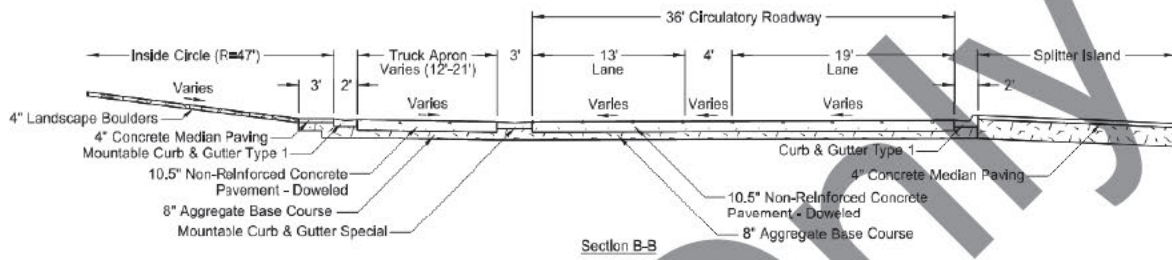


Figure 6: Proposed Typical Section - Section B-B

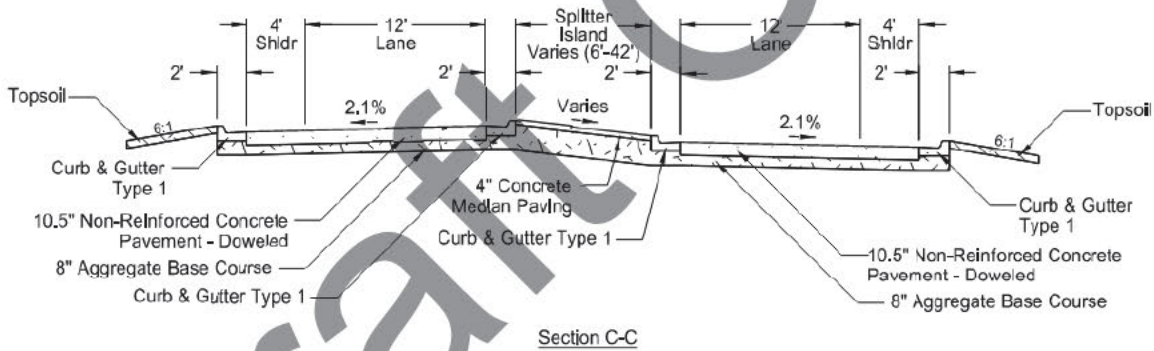


Figure 7: Proposed Typical Section - Section C-C



Figure 8: Alternative B Roundabout 2x1

c. Optional Work Items

There are no optional work items included for this project.

d. Work Zone Safety and Mobility Traffic Control

This project is classified as a “significant project.” A Traffic Operations Report (appended by reference) was completed for the project. Analysis was completed to determine the existing and proposed Level of Service (LOS) and traffic delays. In addition to LOS analysis, crash data was analyzed and incorporated into the Traffic Operations Report.

In order to maintain traffic in all directions throughout construction, the roundabout 2x1 would be constructed in multiple phases. Advance warning signage will be installed to notify drivers of the work zone. Shoulder and lane closures would be utilized to construct temporary median crossovers across US Hwy 2 and a temporary bypass roadway along Airport Drive/16th St NE. By shifting US Hwy 2 traffic to either the EB or WB roadways and utilizing the temporary bypass roadway, sections of the roundabout would be completed in the phases described below. Temporary portable traffic signals will be used throughout construction to facilitate traffic. The central and median islands would be paved in the intermediate phases in order to facilitate traffic in the later phases. The final phase would consist of removing the temporary paving and completing the central/median islands, along with any remaining curb and gutter, using shoulder and lane closures.

- Phase 1: Construct temporary median crossovers and a temporary bypass roadway along Airport Drive/16th St NE.

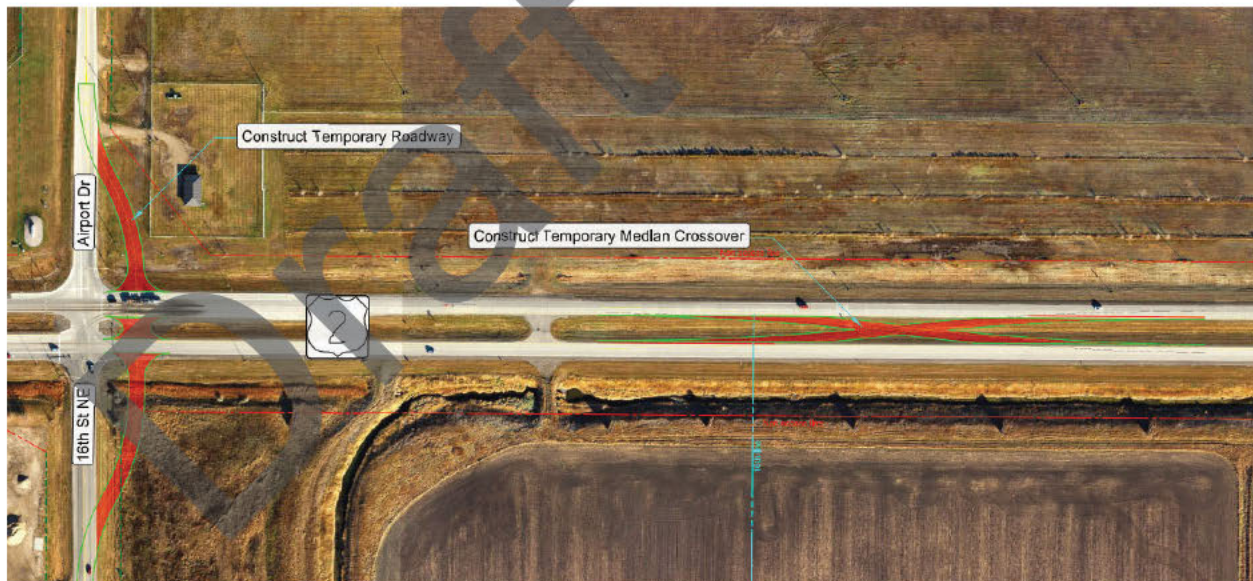


Figure 9: Work Zone Traffic Control Phase 1

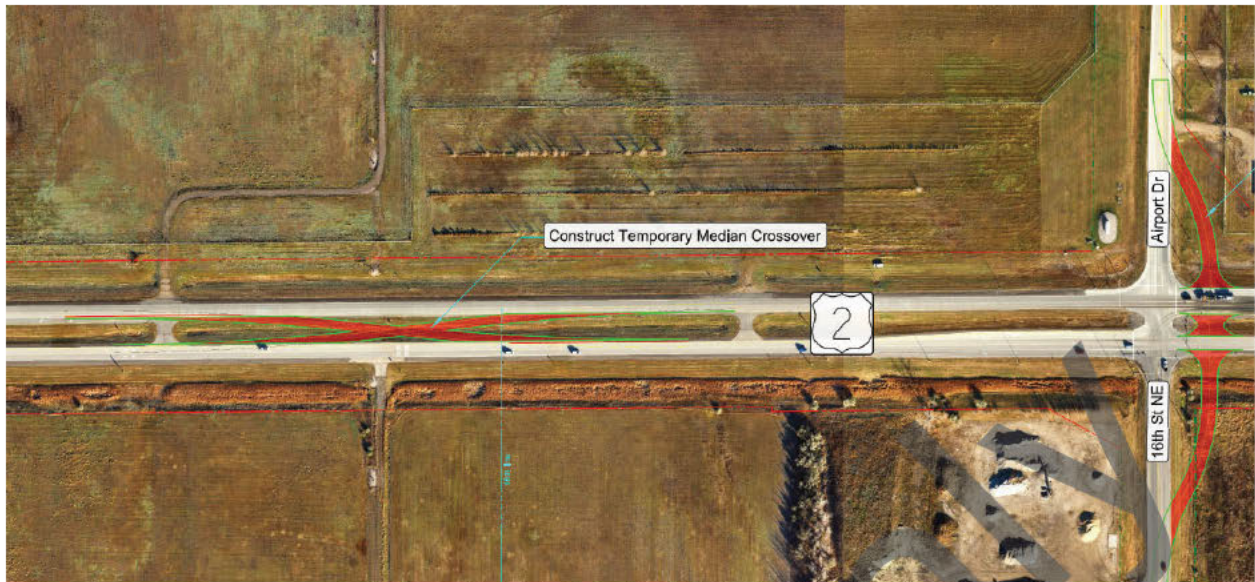


Figure 10: Work Zone Traffic Control Phase 1

- Phase 2: US 2 traffic will be shifted to a head-to-head configuration along the existing EB lanes, while north and south traffic will be routed onto a temporary bypass roadway. Construct the northwest quadrant of the roundabout. Install temporary paving through the central and median islands to bridge between existing and new pavement sections. Temporary portable traffic signals will be used in phases 2-5 to facilitate traffic along US 2, Airport Drive, and 16th St NE.



Figure 11: Work Zone Traffic Control Phase 2

- Phase 3: Shift head-to-head traffic north onto existing WB US Hwy 2. Construct the southwest quadrant of the roundabout. Install temporary paving through the central and median island to bridge between existing and new pavement sections.



Figure 12: Work Zone Traffic Control Phase 3

- Phase 4: Shift north and south traffic off the temporary bypass roadway and onto the newly paved roadway. Construct the southeast quadrant. Install temporary paving through the central and median islands to bridge between existing and new pavement sections. Removal of the temporary bypass roadway could be completed during this phase.



Figure 13: Work Zone Traffic Control Phase 4

- Phase 5: Shift head-to-head traffic south onto EB US Hwy 2. Construct the northeast quadrant of the roundabout.



Figure 14: Work Zone Traffic Control Phase 5

- Phase 6: complete construction of the central and median islands, along with any remaining curb and gutter.



Figure 15: Work Zone Traffic Control Phase 6

e. Maintenance Responsibility Discussion

The North Dakota Department of Transportation will continue to be responsible for the maintenance of US 2. Grand Forks County will continue to be responsible for the maintenance of Airport Drive/CR 5.

f. Summary of Engineering Issues

Utilities

Utility providers identified in and adjacent to the project area consist of Polar Communications, Midco, CenturyLink, UND Telecommunications, Xcel Energy, Minnkota Power Cooperative, Nodak Electric Cooperative, NDDOT, Municipal, Grand Forks Trill Water District, and Base Utilities. Impacts to existing utilities would be avoided where feasible.

Alternative B is anticipated to impact underground fiber optic lines, pedestals, underground electric lines, traffic signals, and lighting. The companies impacted by this alternative include Polar Communications, Midco, CenturyLink, UND Telecommunications, and NDDOT.

A utility coordination plan will be developed during design to identify the extents of the impacts and any potential relocations needed. Coordination meetings will be held with the utility companies throughout the design process.

Water Booster Station

The City of Grand Forks owns and operates a water booster station in the northeast corner of the intersection of US Hwy 2 and Airport Drive. The water booster station connects both the Grand Forks Airport and the Grand Forks Airforce Base. Alternative B would not impact the water booster station.

Runway Protection Zone

The Grand Forks Airport Runway Protection Zone (RPZ) is located within the corridor along US Hwy 2. The RPZ is a zone regulated by the Federal Aviation Administration (FAA) to ensure safe aircraft operations and limit the height or placement of certain infrastructure. ~~Efforts were made to reduce the impact to the RPZ as much as possible. Coordination will need to occur with the Grand Forks Airport and FAA for impacts to the RPZ and Grand Forks Airport Airspace.~~ Alternative B would not impact the RPZ.

Airport Clearance

~~Due to the proximity to the Grand Forks Airport, airport clearance is required to build the project. Coordination has been initiated with the FAA and will continue throughout design to ensure FAA needs are met.~~

Legal Drainage Ditch

Grand Forks County Drain #23 is located southeast of the intersection. The drainage ditch is a legal drainage ditch and would require further coordination and permits through the Grand

Forks Water Resources Department if impacted or moved. Alternative B would not impact the legal drainage ditch.

Gravel Operation

A gravel operation owned and operated by Knife River is located to the southwest of the intersection. Alternative B would not impact the gravel operation.

Soil Stability

The soils in the Red River Valley are predominantly heavy clays with high moisture and poor drainage, making them highly susceptible to frost heave and settlement. NDDOT will complete a linear soil survey for the project during the design phase.

g. Summary of Environmental Issues

Aquatic Resources

An aquatic resources delineation was completed on May 29 and 30, 2025 by Ulteig Operations, LLC. Forty-four wetland segments totaling 21.174 acres and three other water segments totaling 1.522 acres/3,449 linear feet were delineated within the study area.

An aquatic resources jurisdictional determination request was submitted to the US Army Corps of Engineers (USACE) on October 23, 2025. An approved/preliminary jurisdictional determination was issued by the USACE on October 28, 2025 (NWO-2015-00352-BIS). Alternative B would result in 0.583 acres of permanent (fill/drain) wetland impacts and 0.703 acres of temporary wetland impacts. Other Waters would not be either permanently or temporarily impacted as a result of the project.

The project will require a Section 404 Clean Water Act Permit. Mitigation for 0.539 acres of impacts to jurisdictional wetlands would be required. Impacts would be mitigated through an approved NDDOT wetland mitigation bank that will be determined during the final design phase. Refer to **Appendix C Wetland Information** for a summary of wetland impacts and proposed mitigation.

Cultural Resources

SHPO concurred with a determination of "No Historic Properties Affected" on February 5, 2025. The project will not result in any impacts to historic properties ~~as a result of Alternative B~~. Refer to **Appendix A Solicitation of Views** for SHPO Concurrence.

Threatened and Endangered Species

Endangered Species Act (ESA) consultation with the NDDOT was completed on October 29, 2025. NDDOT concurred with "No Effect" to threatened and endangered species, resulting in no impacts as a result of the project. Refer to **Appendix B Endangered Species Act**.

Table 2: Right of Way Summary

Alternatives	Temporary ROW Needed	Permanent ROW Needed	US Fish & Wildlife Property Interest?	US Forest Service Property Interest?
Alternative A: No Build	0 Acres	0 Acres	No	No
Alternative B: Roundabout 2x1	0.447 Acres	0.157 Acres	No	No

Refer to **Figure 16: Permanent and Temporary ROW** for permanent and temporary ROW locations.

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Table 3: Summary of Estimated Costs

Alternative	Estimated Cost*	Estimated Construction Time	Estimated Cost at Time of Construction^
Alternative A: No Build	\$0	0-years	\$0
Alternative B: Roundabout 2x1	[REDACTED]	2-years	[REDACTED]

*Costs are today's dollars.

^Costs are based on 8% inflation rate.

F. Comments from the Draft Documented CATEX

Comments from the draft Documented CATEX are pending and will be included in **Appendix D Comments From the Draft Documented CATEX**.

G. 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 January 16, 2025. Solicitation of views letters and responses can be found in Appendix A.

Four stakeholder working group meetings were held throughout alternative development. Stakeholders discussed the details of the project, proposed alternatives, and provided input on the proposed alternatives. Support for Roundabout 2x1 was received from Grand Forks County and Grand Forks Airport. The City of Grand Forks City Council approved to "Not object to Grand Forks County decision on the project." [REDACTED]

Two public involvement meetings were held over two days, with the same information presented at each. Prior to these meetings, a pre-recorded presentation was made available for viewing via NDDOT's website [Public Input Meeting - US 2 and Airport Drive | NDDOT](#). Time and locations of each of the public input meetings were as follows.

Public Input Meeting #1

City, State: Grand Forks, North Dakota
 Facility: Alerus Center
 Date and Time: November 4th, 2025, 6:00-8:00 PM
 Meeting Format Used: Open House with Formal Presentation

Public Input Meeting #2

City, State: Grand Forks, North Dakota
 Facility: Alerus Center
 Date and Time: November 5th, 2025, 6:00-8:00 PM
 Meeting Format Used: Open House with Formal Presentation

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 and is appended by reference.

Table 4: Summary of Comments/Responses

Topic	Comments	Responses
Driver Behavior	<p>Numerous commenters raised concerns about driver behavior and traffic speeds, noting that distracted or impaired driving contributes to safety issues and suggested measures such as rumble strips and adjustments to signal and warning light timing to enhance driver attention before reaching the intersection.</p>	<p>Warning signs with flashing beacons and dynamic speed display signs were installed in 2019 to help improve driver attention. In 2024, a dynamic message sign, larger speed limit signs, and speed reduction pavement markings were installed. Transverse rumble strips can provide an audible and tactile alert that drivers are approaching a decision point, but they do not communicate the specific action required, so they are most effective as a supplemental measure that reinforces existing visual traffic control such as advance warning signing, flashers, and signal visibility treatments. Because US 2 already includes some of the advance warning devices, transverse rumble strips are not automatically warranted, and published findings on safety effectiveness are context dependent. Current national guidance does not include a specific recommendation, warrant, or crash modification factor specific to transverse rumble strips at signalized intersections, and it also does not explicitly prohibit their use. As a result, any consideration of the treatment should be based on an engineering review of site-specific conditions and tradeoffs. Driver behavior and traffic speed concerns are noted and will be considered along with the overall feedback received for the project.</p>
Roundabout Opposition	<p>Several commenters strongly oppose roundabouts citing concerns about traffic flow disruption on US 2, winter drivability, truck navigation, driver unfamiliarity, and safety under high-speed conditions.</p>	<p>The comments received reflect concerns from some individuals regarding the potential impacts of roundabouts on traffic flow, heavy vehicle operations, and winter driving conditions along US 2. These issues were taken into account during the traffic analysis, particularly with respect to flow and safety. We acknowledge these concerns and will continue to evaluate them as part of the ongoing assessment of intersection improvement alternatives.</p>
Roundabout Support	<p>A portion of commenters expressed support for a</p>	<p>The comments received reflect interest in a roundabout as a timely and cost-</p>

Topic	Comments	Responses
	<p>roundabout solution, describing it as a simple, cost effective, and quick option to implement, with some noting preference for the single lane and two by one lane configurations for their short-term benefits.</p>	<p>effective improvement, with some preference for specific configurations. These viewpoints are noted and will be reviewed as part of the ongoing consideration of intersection improvement options.</p>
<p>Interchange Support</p>	<p>Many commenters expressed strong support for an interchange as the preferred long-term solution, noting that several design variations not shown in the meeting materials should also be considered.</p>	<p>The comments received show interest in an interchange as the preferred long-term solution, along with requests to review design variations beyond those presented at the meetings. Alternatives presented are the finalists based on a multi-layered prioritization process. Due to constraints in the area, not all interchange types could be used. These perspectives are noted and will be included in the continued consideration of improvement alternatives.</p>
<p>Traffic speeds</p>	<p>Some commenters emphasized maintaining free-flowing traffic on US 2, expressing a desire to avoid measures that impede speed and suggesting that speed limits reflect higher operating speeds consistent with driver behavior.</p>	<p>During the presentation it was explained that the interchange alternative maintains free-flowing traffic conditions on US 2. It is important to consider that higher operating speeds can influence safety and traffic flow at adjacent intersections. When speeds are elevated, the potential for conflicts, especially at intersections, increases, which may necessitate additional safety measures or design adjustments downstream. The goal is to strike a balance between mobility and safety. While we aim to accommodate driver behavior and maintain efficient traffic flow, we also need to ensure that roadway design supports safe operations for all users.</p>

Table 5: Comparison of Alternatives

Alternative	Advantages	Disadvantages
Alternative A: No Build	No additional cost.	Does not meet the purpose and need of the project.
Alternative B: Roundabout 2x1	<p>Reduced crash potential and severity. Provides greater operational advantages than the existing intersection configuration. Fewer stops and hard accelerations, reducing idle time and emissions. Consistent speed for all traffic movements. Long-term cost effectiveness. Maintains two lanes on US Hwy 2. Minimal Temporary/Permanent ROW needs.</p>	<p>Complex construction phasing. Traffic needs to slow down and yield before entering roundabout. Larger trucks may encroach on the adjacent lane. Multilane roundabouts have greater crash potential than single lane roundabout option.</p>

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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		
County		

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I. Executive Decisions

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

_____ Yes

_____ No

2. Which alternative should proceed with the project?

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

_____ Alternative B – Roundabout 2x1 (\$8,900,000)

Amendments/Comments for Project No. 6-002(146)351:

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

Date

II. Environmental Impact Checklist

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Environmental Impact Checklist			Y/NA	N/NA
Right of Way	1.1	Will the action require permanent right of way?	X	
	If yes:			
	1.1.1	Number of parcels: 2 Number of Acres: 0.157		
	1.1.2	Will the action involve the acquisition of the following: 10 acres or more per linear mile (not an average); or more than 3 acres per bridge, intersection, or interchange?		X
	1.1.3	Will the action involve the acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. 108(d))?		X
	1.1.4	Will the action require permanent acquisition of Federal fee-title land or trust lands?		X
	1.1.5	Will the action require relocation of owners or tenants?		X
	If yes:			
	1.1.5.1	Number of Homes to be Relocated: N/A		
	1.1.5.2	Number of Business to be Relocated: N/A		
	1.2	Are there any special property interests such as U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Forest Service, Tribal Lands, Railroad, or State School Lands?		X
	If yes:			
	1.2.1	List the type(s): N/A		
	1.3	Will the action require temporary construction easements?	X	
	If yes:			
1.3.1	Number of parcels: 2 Number of Acres: 0.447			
1.4	Will the action require any access changes?		X	
1.5	Will the action require any access changes on Interstate?		X	
Historical and Archaeological Preservation	2.1	Will the action involve disturbance off the roadway surface?	X	
	2.2	Will the action involve disturbance to a bridge or bridge rail?		X
	If no to both questions:	<i>The proposed action is the type of actions or activities that have No Potential to Affect Historic Properties; no further Section 106 consideration is required. Skip to Resource Category #3.</i>		
	If yes to either of the two questions above:	<i>Please contact the Cultural Resources Section to complete the following information prior to submittal of the checklist and append by reference the Cultural Resources Report and related correspondence; has this been completed?</i>	X	
	2.3	Was a Class I File Search completed?	X	
	2.4	Was a Class III Survey completed?		X
	2.4.1	Were Sites identified within the Area of Potential Effect (APE)?		X
	2.4.2	SHPO Reference #: 25-5388		
	2.4.3	Did SHPO/THPO concur in a Finding of No Historic Properties Affected?	X	
	2.4.4	Did SHPO/THPO concur in a No Adverse Effect Determination?	N/A	N/A
	2.4.5	Did SHPO/THPO concur in an Adverse Effect Determination?	N/A	N/A
	2.5	If the action results in an Adverse Effect, the Adverse Effect documentation to FHWA was provided to the Advisory Council of Historic Preservation (ACHP) on: N/A		
	2.5.1	Did the ACHP accept the opportunity to participate?	N/A	N/A
	2.5.2	Resolution of Adverse Effect thru a Memorandum of Agreement was completed on: N/A		
	2.5.3	Were commitments included in the coordination with SHPO/THPO?	X	
2.6	Commitments: The project takes place in the location and in the manner described in the documentation and provided all borrow comes from an approved source.			
Section 4(f)	3.1	Are there any Section 4(f) properties within and/or adjacent to the action area?		X
	If yes:	For the following property types, indicate the name of the 4(f) property or NA:		
	3.1.1	Publicly owned parks? N/A		
	3.1.2	Publicly owned recreation lands and/or facilities? N/A		
	3.1.3	Wildlife or waterfowl refuges? N/A		
	3.1.4	Historic sites (included on or eligible for listing on the National Register of Historic Places)? N/A		
	3.2	Will the action result in a temporary impact?		X
	If yes:	Please complete the following questions to determine if there is a temporary occupancy of land which may constitute a use under Section 4(f):		
	3.2.1	Will the duration of the occupancy of the Section 4(f) resource be temporary, i.e., less than the time needed for construction of the action and there will be no change in ownership of the land?	N/A	N/A
	3.2.2	Will the scope of work be minor, i.e., both the nature and magnitude of the changes to the Section 4(f) resource is minimal?	N/A	N/A
	3.2.3	Will there be no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis?	N/A	N/A
	3.2.4	Will the land being used be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the proposed action?	N/A	N/A
	3.2.5	<i>Has the documented agreement from the appropriate Federal, State, or local officials having jurisdiction over the resource been included?</i>	N/A	N/A
	3.3	Will the action result in a permanent impact?		X

	If yes:	A Section 4(f) use will occur; please select from the following documentation types that may be used:		
	3.3.1	De Minimis Impact documentation completed and attached?	N/A	N/A
	3.3.1.1	Public Involvement was completed on? N/A		
	3.3.2	Nationwide Programmatic Section 4(f) documentation completed and attached:		X
	If yes:	<i>Select the type(s) of Nationwide Programmatic that was used below.</i>		
	3.3.2.1	Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges?	N/A	N/A
	3.3.2.2	Historic Sites?	N/A	N/A
	3.3.2.3	Historic Bridges?	N/A	N/A
	3.3.2.4	Net Benefit to a Section 4(f) Property?	N/A	N/A
	If yes:	Public Involvement was completed on? N/A		
	3.3.2.5	Negative Declaration for Independent Bikeway or Walkway* documentation completed and attached?	N/A	N/A
		<i>*A negative declaration Section 4(f) (May 23, 1977) is only applicable for independent bikeway or walkway construction projects that require use of publicly owned parks and recreation lands and only when the officials with jurisdiction have given approval in writing that the project is acceptable and consistent with the designated use of property that all possible planning to minimize harm has been accomplished in the location and design of the bikeway or walkway facility. No 4(f) documentation is required other than the officials with jurisdiction letter. Please refer to the provisions in the negative declaration to ensure all requirements are met.</i>		
	3.3.3	Individual Section 4(f) Evaluation completed and attached?		X
Section 6(f)	4.1	Does the action affect any recreational property that is encumbered by Land and Water Conservation Funds?		X
	If yes:	Indicate the name of the 6(f) property: N/A		
	4.1.1	Are there temporary impacts?	N/A	N/A
	4.1.2	Are there permanent impacts?	N/A	N/A
	4.1.3	<i>Consultation with official with jurisdiction required; has the correspondence, impact map, and mitigation plan been approved and attached?</i>	N/A	N/A
Permits	5.1	Will the action require any permits from regulatory agencies?	X	
	If yes:			
	5.1.1	Will the action require a Coast Guard or USACE Individual Permit?		X
	5.1.2	List the agencies and a USACE Section 404 Permit, NDEQ NDPDES MS4 Permit, City of Grand Forks Erosion and Sediment Control Permit,		
Highway Traffic Noise	6.1	Will the action include construction of a highway on new location?		X
	6.2	Substantial Horizontal Alteration—Will the action reduce the distance between the traffic noise source and the closest receptor by half, between the existing condition to the future build condition?		X
	6.3	Substantial Vertical Alteration—Will the action remove shielding, therefore exposing the line-of-sight between the receptor and the traffic noise source? This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor. Projects that incorporate overpasses meet this definition in accordance with 23 CFR 772 .		X
	6.4	Will the action include the addition of a through-traffic lane(s)? This includes the addition of a through-traffic lane that functions as a High-Occupancy Vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.		X
	6.5	Will the action include the addition of an auxiliary lane, except for when the auxiliary lane is a turn lane? If the additional lane does not increase the number of through-traffic lanes, the definition in accordance with 23 CFR 772 is not met and an analysis is not required. [Auxiliary lanes 2,500 feet or longer meet Type L]		X
	6.6	Will the action include the addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange?		X
	6.7	Will the action restripe existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane?		X
	6.8	Will the action include the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza?		X
	If yes to any of the above questions:	<i>The action meets the definition of a Type 1 Project per 23 CFR 772.5 and a noise analysis is required for the entire project area as defined in the environmental document; has the Noise Report been completed and appended by reference?</i>		X
Threatened / Endangered Species	7.1	<i>Please refer to the Design Manual Reference and Forms for the Section 7 ESA (Endangered Species Act) Guidance. Complete the NDDOT Affect Determination Table. Has the Affect Determination Table been completed?</i>	X	
	7.2	Based on the Affect Determination Table, was a NDDOT ETS Biologist review required?		X
	If no:	<i>Attach the NDDOT Affect Determination Table and no further action is required.</i>		
	If yes:			
	7.2.1	<i>NDDOT Biologist concurred with no effect (excluding the Northern Long Eared Bat [NLEB] in certain situations) ; has the signed Section 7 Affect Determination Package, NDDOT Affect Determination Table, and NLEB documentation (if required) been attached?</i>	N/A	N/A
	7.2.2	<i>Programmatic Biological Assessment (PBA) warranted; has the PBA and PBA USFWS Concurrence letter been appended by reference and PBA Project Submittal page been attached?</i>	N/A	N/A

	7.2.3	<i>Project-specific Biological Assessment (BA) warranted; has the project specific BA been appended by reference and project-specific USFWS Concurrence Letter been attached?</i>	N/A	N/A
	7.2.4	Will the action may affect, likely to adversely affect federally listed endangered, threatened, or candidate species or proposed or designated critical habitat pursuant to the Endangered Species Act?	N/A	N/A
Bald & Golden Eagles	8.1	Will the action occur within 0.5 mile of a known nest location? See Bald and Golden Eagle Protection Act Compliance Flowchart for more information. If no, no further action required.		X
	If yes:			
	8.1.1	Based on NDDOT Biologist Review and USFWS coordination (if necessary) are any avoidance or minimization measures (AMMs) or special provisions (SPs) required to avoid impacts to eagles? If no, no further action required.	N/A	N/A
	If yes:	AMMs or SPs are required to be added to the plan sheets. Coordinate with NDDOT Biologist.		
	8.2	Based on NDDOT Biologist Review and USFWS coordination (if AMMs or SPs cannot be applied to project), will a take permit be needed for project impacts to bald or golden eagles?		X
Wildlife Accommodation	9.1	Will the project require any of the below work activities? <ul style="list-style-type: none"> ▪Removal/replacement of a bridge, box culvert, cattle pass, structural plate pipe/large diameter culvert (>60 inches) ▪Slope/erosion/scour repair underneath a bridge ▪Permanent installation of wildlife-specific exclusionary fencing ▪Permanent installation of concrete median barriers 		X
	If yes:	NDDOT Biologist review required. Has project information been sent to NDDOT Biologist for review and has Biologist response (email/memo) been received?	N/A	N/A
	9.1.1	Based on NDDOT Biologist Review and Agency SOV responses, are any accommodations for wildlife recommended to be incorporated into the project?	N/A	N/A
	If yes:	Include recommended wildlife accommodations as Decision Item.		
Migratory Birds	10.1	Will the action require a structure replacement or any of the following activities on a bridge, box culvert, structural plate pipe, cattle pass, or other large diameter culvert where migratory birds are prone to nest? <ul style="list-style-type: none"> ▪ Work done entirely on the deck that would result in perforation of the deck or create strong vibrations that could dislodge nests underneath or on the sides of the structure ▪ Below deck work (including scour/slope repair underneath/adjacent to bridge) ▪ Any work on a box culvert, structural plate pipe, cattle pass, large diameter culvert NOTE - Work done entirely on the bridge deck that does not require the contractor to access areas where birds are nesting (e.g. set up debris containment, etc.) and that would not result in disturbance of nesting adults or eggs or young due to vibrations from equipment or other construction activity, will not require that SSP 2 be added to the plans. If unsure whether or not project would cause disturbance to migratory birds, contact NDDOT Biologist.		X
	If yes:	Standard Special Provision required. Include SSP 2 -Are Federal Migratory Bird Treaty Act or other identified avoidance/minimization measures in plan set.		
Floodplain / Floodway	11.1	Will the action occur within a 100 year floodplain?		X
	If yes:			
	11.1.1	A floodplain permit will be required. Has the floodplain determination from the ND Department of Water Resources (DWR) and FIRM maps been attached?	N/A	N/A
	11.2	Will the action occur within a regulatory floodway?		X
	If yes:	A floodway authorization is required from the ND Department of Water Resources (DWR).		
	11.2.1	Will the action cause any measurable decrease in the hydraulic conveyance in the affected area?		X
	If yes:	A permit will NOT be granted and the alternative will NOT be approved.		
Clean Water Act	12.1	Please refer to the Design Manual Reference and Forms for the Wetland/OW Impact Table Template and attach a completed table for the action. Has a completed Wetland/OW Impact Table been attached?	X	
	12.2	Based on the Wetland/OW Impact Table, is wetland mitigation required?	X	
	If yes:			
	12.2.1	Wetland mitigation proposed onsite requires a conceptual mitigation plan (aerial photo with site boundary). If onsite wetland mitigation is proposed, has the conceptual mitigation plan been attached?		X
	12.3	Will the action disturb a contiguous area equal to one acre or greater, or disturb multiple sites of activity, that cumulatively have an area of disturbance of one acre or greater?		X
	If yes:	A Construction Stormwater Permit is required: please ensure that the Special Provision 3(14) regarding Temporary Erosion and Sediment Best Management Practices is included in the plan set.		
	12.3.1	Will the action occur in part or entirely on reservation land?		X
	If yes:	The NPDES Sign will need to be used in the plan set.		
	12.4	Is the action within a small Municipal Separate Storm Sewer System (MS4) regulated community?	X	
	If yes:			
	12.4.1	Does the action implement Post-Construction Stormwater Management for New Development and Redevelopment?		X

Temporary Construction	13.1	Will the action require a roadway, bridge, or ramp closure?		X
	13.2	Will the action include a temporary bridge or roadway (i.e. temporary bypass)?	X	
	13.3	Will the action require a detour?		X
	If yes:			
	13.3.1	Distance (miles): N/A		
		Route: N/A		
	13.4	Has a description of any of the below been provided in the Work Zone Traffic Control section of the PCE/DCE? Through traffic dependent businesses. Provisions made to accommodate any local special events or festivals. MOT (Maintenance of Traffic) substantially impacts to environmentally sensitive resources. Any substantial controversy associated with the proposed MOT.	X	
	13.5	Coordination has been completed with local emergency services, schools, and transit?	X	
Public Involvement	14.1	Were any Public Meetings conducted or scheduled?	X	
	If yes:	Identify which type(s):		
	14.1.1	Public Information Meeting N/A		
	14.1.2	Public Input Meeting November 4 and 5, 2025; Alerus Center, Grand Forks, ND		
	14.1.3	Public Hearing N/A		
Early Coordination	15.1	Have the Master SOV List, SOV emails (PCE level)/letters, and Responses been attached in an Appendix titled Solicitation of Views?	X	
Environmental Commitments	16.1	List Environmental Commitments beyond what is included in the Standard Specifications for Road and Bridge Construction: The following Environmental Notes will be added to the plans: Temporary Wetland impact, Aquatic Nuisance Species, FAA Notice, SWPPP		
Air Quality	17.1	Project is not located within or adjacent to USEPA-defined Non-Attainment Area and complies with the State Implementation Plan.		
Economic	18.1	Will the action result in a decrease in business or economic activity along the project corridor?		X
Farmland	19.1	Will the action convert farmland (prime, unique, other than prime or unique that is of statewide importance or local importance) to nonagricultural use?		X
	If yes:			
	19.1.1	Does the action involve land disturbance of 10 acres or less per linear mile or 3 acres per bridge, intersection, or interchange outside of the existing right of way or within city limits? <i>Pursuant to Section 310 of the General Manual, Subpart A, 403.4(b) (4), the project is exempt from PPPA; no further action is required.</i>	N/A	N/A
	19.1.2	Does the action involve land disturbance of 10 acres or more per linear mile or greater than 3 acres per bridge, intersection, or interchange outside of the existing right of way?	N/A	N/A
	If yes:			
	19.1.2.1	NRCS Consultation is required; has the Farmland Conversion Form been attached?	N/A	N/A
Hazardous Waste Sites	20.1	Will the action require purchase of right of way or easement that may involve or affect hazardous materials?		X
	If yes:			
	20.1.1	NDDEQ Consultation required; has the Environmental Site Assessment been completed and appended by reference?	N/A	N/A
	20.2	Will the action involve construction in an area that contains hazardous materials and/or hazardous waste?		X
	If yes:			
	20.2.1	NDDEQ Consultation required; has the Environmental Site Assessment been completed and appended by reference?	N/A	N/A
Land Use	21.1	Will the action be consistent with plans and policies on land use and growth in the area?	X	
	If yes:			
	21.1.1	List the planning documents consulted. Grand Forks-East Grand Forks MPO US 2 Corridor Study, City of Grand Forks 2050 Land Use Plan, Grand Forks County 2035 Land Use Plan, PCN 24422 US Hwy 2 and Airport Drive Stakeholder Working Group meetings		
Pedestrians / Bicyclists	22.1	Are existing pedestrian/bicycle facilities in the study area?		X
	If yes:			
	22.1.1	Are the existing pedestrian/bicycle facilities included in the local plan?	N/A	N/A
	If yes:	List the name of the plan consulted: N/A		
	22.1.2	Will the action affect existing pedestrian/bicycle facilities?	N/A	N/A
	If yes:	Temporary N/A Permanent N/A		
22.2	Will the action include proposed pedestrian/bicycle facilities?		X	
	If yes:			
	22.2.1	Is the proposed pedestrian/bicycle facility included in the local plan?	N/A	N/A
	If yes:	List the name of the plan consulted: N/A		

Social	23.1	Will the action cause a change in neighborhood or community cohesion?		X
	If yes:			
	23.1.1		Temporary	N/A N/A
	23.1.2		Permanent	N/A N/A
	23.2	Will the action cause a change in travel patterns or accessibility?		X
State Scenic Rivers	If yes:			
	23.2.1		Temporary	X
	23.2.2		Permanent	X
	23.3	Will the action cause an impact (mobility/safety) to the emergency services, schools (bus routes), or transit?		X
	If yes:			
	23.3.1		Temporary	X
23.3.2		Permanent	X	
24.1	Will the action impact the Little Missouri River within the area designated as a State Scenic River, which starts from the ND-SD border and terminates at its juncture with Lake Sakakawea? (-NDCC, Chapter 61-29)			X
	If yes:	<i>Coordination with State Scenic River Commission is required, attach documentation.</i>		
Visual	25.1	Will the action fit within the existing visual environment; i.e. transportation corridor?		X

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**Appendix B
Endangered Species Act**

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Refer to the U.S. Fish and Wildlife Service's County Occurrence of Endangered, Threatened, Proposed, and Candidate Species and Designated Critical Habitat in North Dakota Table on the NDDOT References and Forms Page to determine which species may be found in the county or counties the project is located in. The USFWS IPAC Website may also be used - <https://ecos.fws.gov/ipac/>

NDDOT Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table

Project: 6-002(146)351		PCN: 24422	Location: Intersection of US 2 & Airport Drive, Grand Forks, ND		County: Grand Forks		
Species	Listing	Guidance	NDDOT Biologist Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Whooping Crane <i>(species range includes all of North Dakota)</i>	E	<p>Determine if the scope of work for the proposed project will require NDDOT Biologist review based on the criteria described for the species/critical habitat below. If review is required for one or more species, a biological assessment, Section 7 Determination Package, or NLEB documentation may be needed. Contact NDDOT Biologist for any questions.</p> <p>NDDOT Biologist Review required for the adjustment (raising, relocating) of existing above-ground utility lines; or for newly placed poles/towers that require overhead lines/guy wires; unless the adjustments or new installations are in a highly developed or urban area. Review also required for projects requiring major earthwork (i.e. new road construction or roadway widening projects over 1 mile in length) in rural areas within ½ mile of cropland/wetland associations located within the whooping crane migration corridor. Projects outside of the migration corridor do not require NDDOT Biologist review. See link below for a map of the whooping crane migration corridor. Click layers tab, then select whooping crane migration corridor layer. https://gis.dot.nd.gov/external/ge.html/?viewer=ext_wildlifemap</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Gray Wolf	E	<p>NDDOT Biologist Review required for roadway projects of 2 or more lanes on a new location (i.e., construction of a new roadway).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Pallid Sturgeon	E	<p>NDDOT Biologist Review required for work in or along the shoreline of the Missouri River (including reservoirs) and Yellowstone River Systems. Review also required for in-water work for any direct tributary (within 0.5 mile) to the Missouri River (including reservoirs) and Yellowstone River Systems.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Poweshiek Skipperling	E	<p>NDDOT Biologist Review required for work occurring outside of the right of way in Richland and Sargent Counties within undisturbed native tall grass prairie and wet swales. If ground disturbing activities occur outside the ROW in these counties, ETS or a consultant will need to conduct a habitat assessment for this species.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Piping Plover	T	<p>NDDOT Biologist Review required for construction activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites from April 15 through August 31. See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge.html/?viewer=ext_wildlifemap</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Western Prairie Fringed Orchid	T	<p>NDDOT Biologist Review required for all ground disturbing activities on non-flooded, undisturbed ground, known habitat, and native prairie. The species may also be found in roadside ditches with a high probability of the species occurring in or near the Sheyenne National Grasslands. If ground-disturbing activities will be required in Ransom or Richland counties, a survey by ETS or consultant for this species must be completed prior to ground-disturbance.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Species	Listing	Guidance	NDDOT Biologist Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Rufa Red Knot	T	NDDOT Biologist Review required for construction activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites (species is rare in North Dakota and uses similar habitats as piping plovers during their migration). See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Dakota Skipper	T	NDDOT Biologist Review required for ground disturbing activities outside of the right of way in native prairie containing a high diversity of wildflowers and grasses indicative of Dakota skipper "Type A" or "Type B" habitat. Dakota skippers are not likely to be present in cropped areas, previously cropped areas, non-native hay-lands, pasture, or other grassland that is dominated by non-native species, or in areas where trees or shrubs predominate. The species may occur in some grazed lands that are dominated by native prairie vegetation. If native prairie would be impacted by the project, ETS or a consultant will need to conduct a habitat assessment for this species following the USFWS 2018 Dakota Skipper ND Survey Protocol	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Northern Long-Eared Bat	E	NDDOT Biologist Review required for work on structures* (bridges, box culverts, SPP's and corrugated metal culverts over 4.5' in diameter), the removal of trees or buildings, or ground disturbance in areas with caves, mines, and rock crevices. *Work on structures requires bridge/structure bat assessments, unless exempted by NDDOT Biologist	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No suitable NLEB habitat within the project area.
Black-footed Ferret	E	Species is not known to exist in North Dakota at this time. Until more information becomes available for this species in North Dakota, no project-specific review is required.					
Monarch Butterfly	C	Section 7 consultations are not required for candidate species. NDDOT is a partner to the ND Monarch Butterfly and Native Pollinator Strategy and continues to implement pollinator conservation efforts across the state. Project-specific consultation for this species will not be undertaken at this time.					
Designated Critical Habitat							
Piping Plover Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities occurring outside the paved or graveled surface of the roadway and within ½ mile of designated piping plover critical habitat or known nesting sites. See link for piping plover designated critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Poweshiek Skipperling Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities within 0.6 mile of Poweshiek Skipperling critical habitat. See link for Poweshiek Skipperling proposed critical habitat: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Dakota Skipper Critical Habitat	D	NDDOT Biologist Review required for ground disturbing activities within 0.6 mile of Dakota Skipper critical habitat. See link for Dakota Skipper proposed critical habitat maps: https://gis.dot.nd.gov/external/ge_html/?viewer=ext_wildlifemap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



United States Department of the Interior



FISH AND WILDLIFE SERVICE
North Dakota Ecological Services Field Office
3425 Miriam Avenue
Bismarck, ND 58501-7926
Phone: (701) 250-4481 Fax: (701) 355-8513

In Reply Refer To:

10/21/2025 15:18:50 UTC

Project Code: 2026-0006673

Project Name: Project No. 6-002(146)351, PCN 24422 - Roadway Improvements Intersection
US Highway 2 & Airport Dr

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Section 7 of the Endangered Species Act

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The Act requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service *if they determine their project and associated actions "may affect" listed species or critical habitat*. If Federal agencies or their non-federal representatives determine their project and associated actions will have "no effect" on listed species, their habitats, or designated critical habitat, consultation is not required. However, if a "no effect" is determined, we recommend that you maintain a written record in support of your conclusion.

Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act

Additionally, while not all are listed as threatened or endangered, eagles and migratory birds have protections under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). The BGEPA prohibits take which is defined as, “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb” (50 CFR 22.3). Disturb is defined in regulations as, “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.”. The MBTA makes it unlawful without a waiver to pursue, hunt, take, capture, kill, or sell birds listed as migratory birds, including eagles. The statute does not discriminate between live or dead birds and also grants full protection to any bird parts including feathers, eggs, and nests.

Service Property Interests

As part of the National Wildlife Refuge System, the Service administers fee title Refuge and Waterfowl Production Areas, as well as wetland and grassland easements, throughout North Dakota. For exact locations of Service interest lands, please contact the appropriate Wetland Management Districts (WMD) for guidance regarding FWS easements.

Northwest ND WMD Complex: Kyle Flanery, (701) 768-2548

Eastern ND WMD Complex: Dave Azure, (701) 285-3341

Central ND WMD Complex (also covers south and west): Todd Luke, (701) 442-5474

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

North Dakota Ecological Services Field Office

3425 Miriam Avenue

Bismarck, ND 58501-7926

(701) 250-4481

PROJECT SUMMARY

Project Code: 2026-0006673

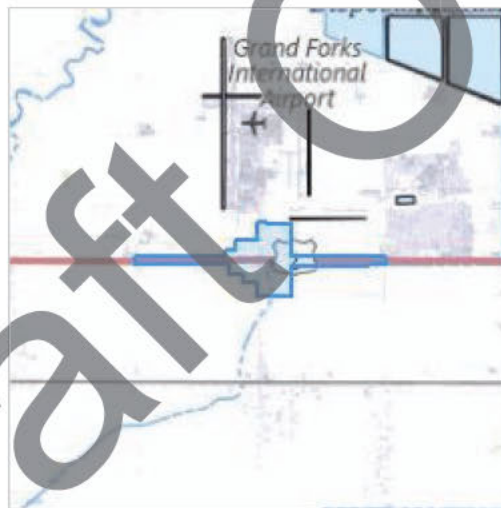
Project Name: Project No. 6-002(146)351, PCN 24422 - Roadway Improvements
Intersection US Highway 2 & Airport Dr

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The North Dakota Department of Transportation (NDDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing intersection improvements at the US 2 and Airport Drive intersection in Grand Forks County, North Dakota (ND). The study area for Project No. 6-002(146)351 (PCN 24422) is located approximately 2.75 miles west of the I-29 and US 2 junction and encompasses 216.93 acres. The study area is centered on the US 2 and Airport Drive intersection and extends to include potential alignment alternatives.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@47.9330276,-97.17460836736498,14z>



Counties: Grand Forks County, North Dakota

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

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MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045 General project design guidelines: https://ipac.ecosphere.fws.gov/project/JRNMSB2XSZAGBA4HBGJ4STV4TE/documents/generated/9654.pdf	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885 General project design guidelines: https://ipac.ecosphere.fws.gov/project/JRNMSB2XSZAGBA4HBGJ4STV4TE/documents/generated/9852.pdf	Proposed Endangered
Western Regal Fritillary <i>Argynnis idalia occidentalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R4SBCx

FRESHWATER EMERGENT WETLAND

- PEM1A

Draft Only

IPAC USER CONTACT INFORMATION

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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**Appendix C
Wetland Information**

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Wetland Impact Table																	
Wetland Number	Location	Wetland Type	Wetland Feature	USACE Jurisdictional Wetlands ¹	Wetland Impact				Wetland Mitigation								
					Wetland Impacts Acre(s)		USFWS Easement Impacts Acre(s)		Mitigation Proposed			USACE/11990 Bank		11990 Bank		USFWS Bank	
					Temp.	Perm.	Temp.	Perm.	EO 11990	USACE	USFWS	Location	Acre(s)	Location	Acre(s)	Location	Acre(s)
1a	Sec 5 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1b	Sec 4 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1c	Sec 4 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1d	Sec 4 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1e	Sec 4 T-151-N R-51-W	Ditch	Created	Y	0.017	0.167				N	Y	N	Mitigation Bank TBD	0.167			
1f	Sec 33 T-152-N R-51-W	Ditch	Natural	Y	0.061	0.052				Y	Y	N	Mitigation Bank TBD	0.052			
1g	Sec 33 T-152-N R-51-W	Basin	Natural	Y						N	N	N					
1h	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1i	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1j	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1k	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1l	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1m	Sec 33 T-152-N R-51-W	Ditch	Created	Y						N	N	N					
1n	Sec 4 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1o	Sec 4 T-151-N R-51-W	Ditch	Created	Y						N	N	N					
1p	Sec 3 T-151-N R-51-W	Ditch	Created	Y						N	N	N					

Other Waters and Streams Impact Table																	
Number	Location	Type	Feature	USACE Jurisdictional ¹	Impacts to Other Waters Acres				Other Water Mitigation								
					Temp.	Perm. (total Loss + no Loss)	Perm. (Loss)	Perm. (No Loss)	Mitigation Proposed		USACE Mitigation Bank		Onsite Mitigation Method		Onsite Constructed Location		
									EO 11990	USACE	USFWS	Location	Acre(s)	Mitigation Location; ratio	Acre(s)	Onsite Constructed Site #	Onsite Constructed Size Acre(s)
OW-1r	Sec 3 T-151-N R-51-W	Drain	Created	Y				N	N	N							
OW-1u	Sec 3 T-151-N R-51-W	Drain	Created	Y				N	N	N							
OW-1aa	Sec 34 T-152-N R-51-W	Drain	Created	Y				N	N	N							
Totals					0,000	0,000	0,000						0,000		0,000		0,000

¹An Approved/Preliminary Jurisdictional Determination was issued by the USACE on 10/28/2025; NOW-2015-00352-BIS

Impact Summary Table		
Permanent Summary	Impact	Temporary Impacts and additional information
		WaterType
Natural/JD (Fill/Drain)	0.052	Temporary Wetland JD
Natural/Non-JD (Fill/Drain)	0.000	Non-JD Wetland Temporary
Artificial/JD (Fill/Drain)	0.487	
Artificial /Non-JD (Fill/Drain)	0.044	Permanent OW
Total	0.583	Temporary OW

Mitigation Summary Table									
	Location Mitigation Bank	Ditch Shift Acre(s)	Onsite Acre(s)	11990 Bank Acre(s)	USACE/1990 Bank Acre(s)	USFWS Bank Acre(s)			
USACE Only	TBD				0.487				
EO 11990 Only	N/A								
USACE/1990	Mitigation Bank TBD				0.052				
USFWS	N/A								
Total		0,000	0,000	0,000	0.539	0,000			