

FINDING OF NO SIGNIFICANT IMPACT (FONSI) AND SECTION 4(f) FINDING

FOR NORTHSHORE DRIVE REALIGNMENT

EM 8064(32), PCN 097K
City of North Sioux City
Union County, South Dakota

Submitted Pursuant to 42 U.S.C. 4332(2) (c) and 49 U.S.C. 303

by the
U.S. Department of Transportation
Federal Highway Administration
South Dakota Department of Transportation
and
City of North Sioux City

June 2025

Submitted by:

Chad Babcock
Environmental Manager
SDDOT – Environmental Section
700 East Broadway
Pierres, SD 57501
(605) 773-3721
chad.babcock@state.sd.us

Approved by:

Tom Lehmkuhl
Environmental Protection Specialist
FHWA – SD Division
116 E. Dakota Ave, Suite A
Pierre, SD 57501
(605) 776-1012
tom.lehmkuhl@dot.gov



Chad Babcock, Environmental Manager

*Tom Lehmkuhl, Environmental Protection
Specialist*

Table of Contents

	Page
1. INTRODUCTION.....	4
2. Description of the Proposed Action	4
2.1 Purpose and Need for Project.....	8
2.1.1 Purpose of the Project.....	8
2.1.2 Project Needs	9
2.1.3 Project Goals.....	9
2.2 Alternatives Considered.....	10
No Build Alternative.....	10
Build Alternative 1	10
Build Alternative 2.....	12
2.3 Preferred Alternative	14
2.3.1 Summary of Impacts	15
3. COORDINATION AND PUBLIC INVOLVEMENT	19
3.1 Public Involvement.....	19
3.1.1 Public Meeting Open House #1	19
3.1.2 Public Engagement Update.....	19
3.1.3 Public Meeting Open House #2.....	20
3.2 Agency Coordination	21
3.3 Tribal Coordination.....	22
4. ENVIRONMENTAL COMMITMENTS AND SUMMARY OF COMMENTS.....	22
4.1 Public Comments and Responses	22
4.2 Section 4(f) Resources and Evaluations	23
4.2.1 Description of Section 4(f) Resources, Impacts, and Coordination	23
4.2.2 Final Section 4(f) Evaluation.....	25
4.3 Mitigation Measures and Commitments.....	28
5. FHWA DECISION.....	34

List of Figures

	Page
Figure 1. Project Vicinity Map.....	6
Figure 2. Project Location Map.....	7
Figure 3. Logical Termini Map.....	8
Figure 4. Build Alternative 1	12
Figure 5. Build Alternative 2.....	14
Figure 6. Section 4(f) Impacts from the Preferred Alternative	25
Figure 7. Proposed Trail Detour.....	27

List of Tables

Table 1. Current and Future Traffic Projections.....	9
Table 2. Summary of Environmental Impacts for the Build Alternatives.....	16
Table 3. Agency Correspondence	21
Table 4. Environmental Commitments.....	28

Appendices

Appendix A. Public Involvement Summary	
Appendix B. Section A Plan Commitments	
Appendix C. Section 4(f) Coordination	

I. INTRODUCTION

The Federal Highway Administration (FHWA) has determined that in accordance with 23 CFR § 771.119 and § 771.121, the Northshore Drive Realignment project (the Project) will not have a significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) for the Proposed Action is based on the Environmental Assessment (EA) signed by FHWA and the South Dakota Department of Transportation (SDDOT). The EA was made available on April 3, 2025, to stakeholders, agencies, and the public for a 30-day comment period. A public meeting was held on April 15, 2025, at the North Sioux City Community Center.

A summary of comments received during the comment period is included in this FONSI. Comments received are discussed in **Appendix A**. No other agency or public comments were received that necessitated revisions to the content of the EA; therefore, the document will not be republished. Responses to comments, along with any progress on commitments from the EA have been documented in this FONSI. The EA has been independently evaluated by the FHWA, who has determined that it accurately discusses the need, purpose, alternatives, environmental resources, and impacts of the Project and appropriate mitigation measures. The EA and referenced reports have provided sufficient evidence for determining that an Environmental Impact Statement (EIS) is not required. The EA and supporting documents are incorporated by reference into this FONSI.

The Project was developed in accordance with the National Environmental Policy Act (NEPA) and the corresponding regulations and guidelines of the U.S. Department of Transportation (USDOT) and FHWA including 23 U.S.C. § 139 and 23 CFR § 771.

2. Description of the Proposed Action

The existing section of Northshore Drive from the intersection with Streeter Drive/I-29 on the east to the intersection with Westshore Drive on the west is approximately one mile in length. This section of roadway is classified as an Urban Minor Arterial. The street has a two-lane cross-section. The posted speed limit on Northshore Drive is 35 miles per hour (MPH) west of Westshore Drive and 25 MPH east of Westshore Drive. A ten-foot trail runs along the north side of Northshore Drive from Westshore Drive/484th Avenue. There are currently 39 access points along the south side of the roadway and 15 access points on the north side from Westshore Drive/484th Avenue to just west of Streeter Drive. West of Westshore Drive/484th Avenue, Northshore Drive becomes County Road (CR) 23.

This project proposes to improve existing traffic operations and accommodate planned future growth in the vicinity of Northshore Drive, including the potential for new transportation infrastructure. The project will also involve modification to existing roads, intersections, and driveways to improve overall traffic operations in the vicinity of the project and is anticipated to involve modification or construction of a new storm drainage system. The project would also look for opportunities to improve pedestrian and bicyclist continuity with the use of the Americans with Disabilities Act (ADA) compliant sidewalks, crosswalks, ramps, trails, and/or shared use paths that connect to existing trail infrastructure.

Property rights for improvements (such as temporary/permanent easements and right-of-way (ROW) acquisition) will be necessary to construct the project and are expected. Acquisition of property rights would be completed in compliance with the Uniform Act (49 Code of Federal Regulations [CFR], Subtitle A, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs). As early acquisition of property is being initiated, the project will comply with FHWA's Right-of-Way Environmental regulations for early acquisition (23 CFR 710.501, Early Acquisition).

Northshore Drive Realignment

The project is located near the north edge of North Sioux City within Union County, South Dakota and is shown on **Figure 1** below. More specifically, it is located north of McCook Lake between Westshore Drive on the west and I-29 on the east. The project is in close proximity to Sioux City, Iowa and South Sioux City, Nebraska and is within the Siouxland Interstate Metropolitan Planning Council (SIMPCO). The Project's study limits, shown on **Figure 2** below, were chosen based on logical termini. Logical termini are defined as rational end points for a transportation project and corresponding environmental review. Three conditions must be met as set forth in 23 CFR 771.111(f) paraphrased as follows:

- ▶ Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- ▶ Have independent utility or independent significance that is, be usable and be a reasonable expenditure even if no additional transportation improvements are made.
- ▶ Not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements

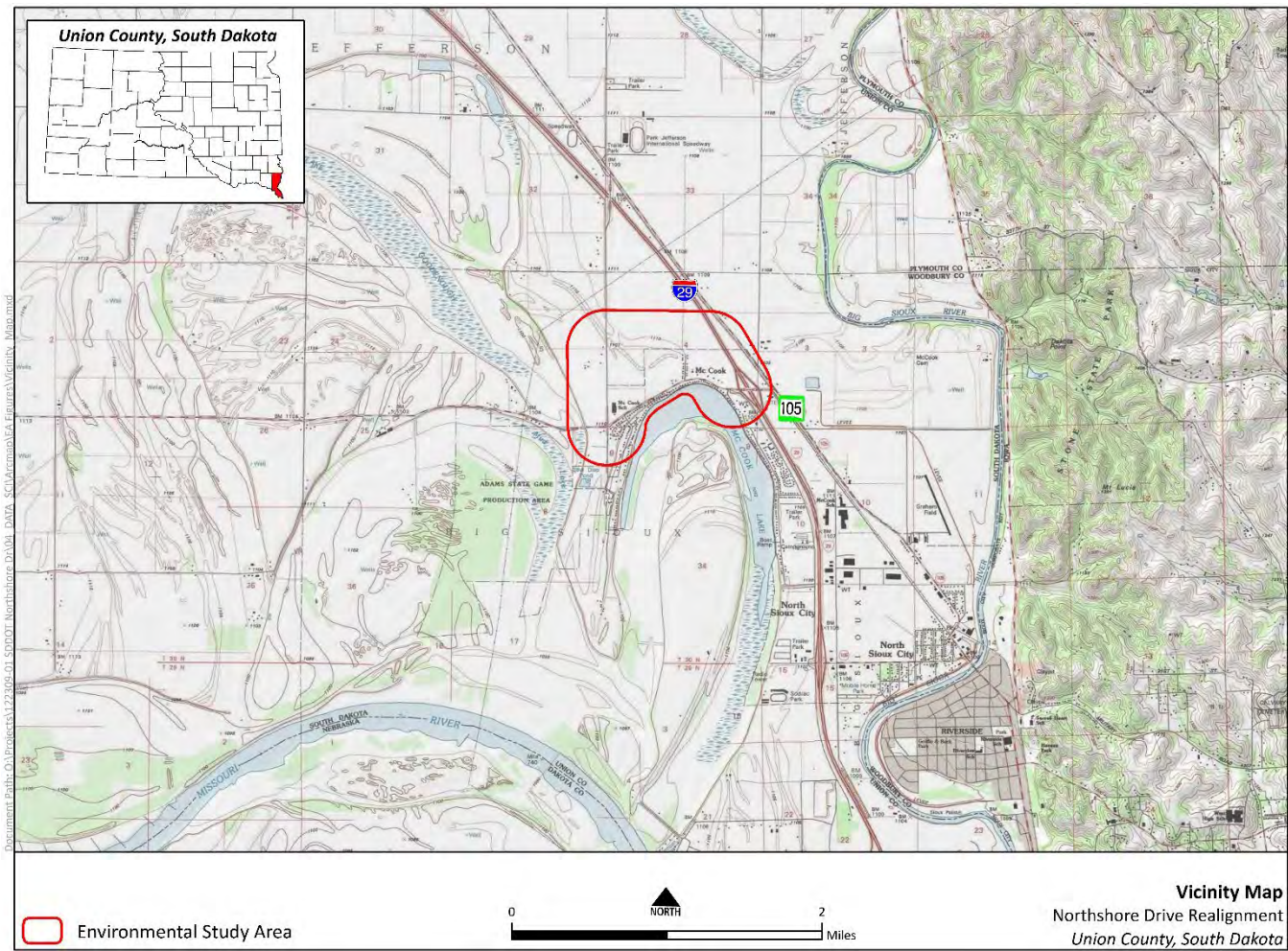
The project termini are located at the east and west ends of the segment of Northshore Drive that has been determined to have a Level of Service (LOS) below the acceptable level for both existing and future conditions. This stretch of roadway runs east-west and is generally located between Streeter Drive on the east and Westshore Drive on the west and ends at the intersections with these roadways (**Figure 3**). Therefore, it does not have a northern or southern terminus.

The western terminus is recommended at Westshore Drive because it connects to the existing Northshore Drive at the west end of the segment of Northshore Drive for which the project seeks to improve traffic operations (i.e., between Westshore Drive and Streeter Drive; **Figure 3**). Westshore Drive would be the logical connection point for any improvements to this stretch of Northshore Drive or any new roadway alternatives that would bypass Northshore Drive. Further west is limited by the presence of wetlands and the Adams Homestead Nature Preserve. Additionally, west of this point traffic patterns change as the roadway enters a more rural area with fewer access points.

The eastern terminus is recommended as being east of the intersection of Northshore Drive with Streeter Drive and west of the southbound ramp terminal intersection for the I-29 Exit 4 interchange (**Figure 3**). This terminus is recommended because it is a travel shed transition point at which drivers can turn to navigate onto I-29 or continue eastward toward Military Road and/or south along Streeter Drive which leads to River Drive, a main thoroughfare in North Sioux City. Additionally, the current intersection at Streeter Drive is non-conforming due to its proximity to the I-29 interchange (289 feet) which is less than the 660-foot spacing required by SDDOT access management rules for intermediate urban streets (ARSD 70:09). As part of the interstate highway system, the state is responsible for the Exit 4 interchange, including the portion of Northshore Drive over I-29 and extending approximately 550 feet west of the southbound interchange ramps. Streeter Drive and Northshore Drive (west of the state portion) are locally maintained roadways under City jurisdiction. The location of the eastern terminus within the state-controlled portion of Northshore Drive is necessary to reconstruct the Streeter Drive intersection and tie the new roadway into the state highway system. The SDDOT study is evaluating interchange improvements at Exit 4 to develop an implementation plan but is not evaluating Northshore Drive west of the interchange. This further supports the location of the eastern terminus being west of the interchange ramps and crossroad bridge.

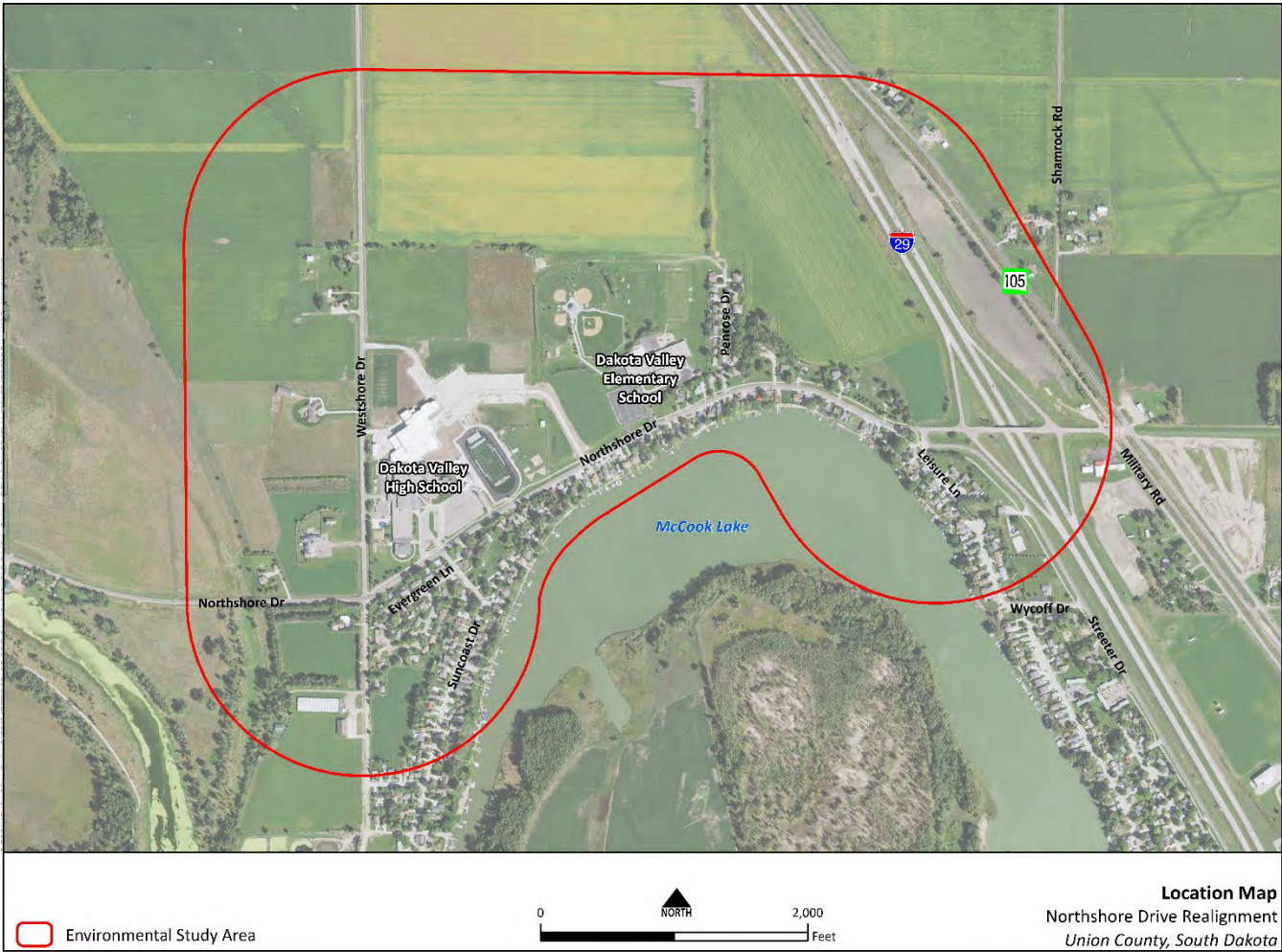
Northshore Drive Realignment

Figure I. Project Vicinity Map



Northshore Drive Realignment

Figure 2. Project Location Map



Northshore Drive Realignment

Figure 3. Logical Termini Map



2.1 Purpose and Need for Project

NEPA and other environmental requirements rely on a project decision-making process guided by the Purpose and Need for the project. The purpose is a brief statement of the primary intended transportation objective and related goals to be achieved by a proposed transportation improvement. The need is a condition sought to be relieved, or a statement of the problem in need of a solution. The need proves the transportation problem exists based on existing data and information.

The following sections describe the purpose of and the need for the project. The need for the proposed improvements is the basis from which the improvement alternatives would be developed, compared, and evaluated, ultimately leading to the Preferred Alternative.

2.1.1 Purpose of the Project

The primary purposes of the project are 1) to accommodate future mobility in North Sioux City by reducing expected roadway congestion along Northshore Drive between Westshore Drive and Streeter Drive, and 2) fulfill the federally mandated funding requirements for the project. Funding was requested through the Senate Appropriations Committee congressionally directed spending in the Fiscal Year 2022 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill (H.R. 2022). The project purpose identified in the spending request approved by Congress is as follows (Rounds 2021):

Northshore Drive Realignment

“...to complete a realignment, bypass project on Northshore Drive that would route farm, school and residential traffic from west of McCook Lake off of the existing Northshore Drive.”

According to the spending request, officials with North Sioux City are requesting the bypass because “the existing road has poor visibility and safety issues and is at risk of falling apart due to the traffic.” This request was ultimately approved by Congress as part of the Consolidated Appropriations Act of 2022 (i.e., 2022 Omnibus Bill; Public Law 117-103). The project description approved in the legislation can be found in the Community Project Funding / Congressionally Directed Spending Table in the Join Explanatory Statement incorporated by reference in Division L of the Consolidated Appropriations Act of 2022 (H.R. 2022) and reads as follows: North Sioux City Northshore Drive Realignment Project.

2.1.2 Project Needs

I. Primary Need 1 - Congestion

The transportation project is needed to achieve an acceptable level of service (LOS) along Northshore Drive, defined as LOS B or better. LOS are described with a letter designation of A, B, C, D, E, or F, with LOS A representing uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. SDDOT identifies LOS B as the acceptable LOS threshold for Minor Arterials and Collectors. Currently, Northshore Drive (between Westshore Drive and Streeter Drive) functions at LOS C. The SIMPCO travel demand model projects an annual growth rate of 0.5% along Northshore Drive from 2017 to 2045 (FHU 2024). Based on this projection, Northshore Drive (between Westshore Drive and Streeter Drive) is anticipated to operate at LOS C in 2025 and LOS D in 2045, both of which are considered deficient LOS based on SDDOT guidelines, which are being used for the purposes of this project (see **Table I**).

Table I. Current and Future Traffic Projections

Location	2022 ADT	2022 LOS	2025 ADT	2025 LOS	2045 ADT	2045 LOS
Northshore Drive (Westshore Drive to Streeter Drive)	5,975	C	6,100	C	6,500	D

II. Primary Need 2 – Legislative Mandate

This transportation project is needed to fulfill the federal funding requirements for the project. As part of the 2022 Federal Omnibus Bill, the City was granted funds through congressionally directed spending under the Transportation, Housing and Urban Development, and Related Agencies appropriations bill. The funds were provided to complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive between Westshore Drive and Streeter Drive.

2.1.3 Project Goals

Project goals address general concerns relevant to stakeholders and the public that do not rise to the level of a project need. These goals may be used to aid in the selection of a Preferred Alternative when other needs are equal, and one alternative addresses the goals better than other alternatives. These goals are being addressed in preliminary design.

One goal of the project is to improve safety for pedestrians and bicyclists by providing an access-controlled route through the area with fewer vehicle and pedestrian conflict points than what currently exists along Northshore Drive. Northshore Drive between Westshore Drive and Streeter Drive has 54 access points (15 on the north, 39 on the south). While reducing traffic on Northshore Drive would be expected to improve

safety by reducing the number of potential pedestrian-vehicle conflicts, this goal would be to provide an alternative route with fewer conflict points.

Another project goal is to reduce travel time between the Northshore Drive/Streeter Drive intersection and Westshore Drive below existing conditions of 3.17 minutes (FHU 2024). The posted speed limit and number of access points along Northshore Drive contribute to the existing travel time. Shorter travel times would be a benefit to the traveling public by reducing travel delay. An additional travel time goal is to provide a route between I-29 and the Dakota Valley High School that is faster than utilizing the existing Northshore Drive to reach the school. People are most likely to choose the closest and fastest travel route; thus, a faster travel time would encourage traffic to utilize the bypass rather than continue to use Northshore Drive. As the intent of the project is to route traffic off the existing Northshore Drive and on to a bypass, this is an important goal, particularly for school traffic during drop-off and pick-up when traffic levels peak.

2.2 Alternatives Considered

The alternatives considered for this EA include the No Build Alternative and the range of build alternatives. An initial Tier I screening of alternatives was completed as part of the Northshore Drive Realignment Alternatives Analysis. This initial screening evaluated alternative project alignments, project intersections, and project cross-sections. The purpose was to narrow down the alternatives carried forward for more detailed evaluation in the EA.

Three build alternative alignments were evaluated in the Northshore Drive Realignment Alternatives Analysis. One alignment alternative, Build Alternative 3, was eliminated from further consideration. Build Alternative 3 would have widened approximately 1 mile of the existing Northshore Drive located between Streeter Drive on the east and Westshore Drive/484th Avenue/County Road I on the west to provide additional capacity on the roadway. This alternative was eliminated because it would not fulfill the congressionally directed spending requirements that were granted for the specific purpose of creating a bypass to route traffic off the existing Northshore Drive. Build Alternative 3 would widen the existing Northshore Drive without creating a bypass to route traffic from the existing alignment and therefore would not meet the purpose and need for the project.

Based on the recommendations of the Traffic Study Alternatives Analysis, the two remaining build alternatives were carried forward for additional consideration and screening in the Environmental Assessment. These build alternatives, along with the No Build Alternative, are described as follows.

No Build Alternative. The No Build Alternative was identified in accordance with the NEPA requirements that the impacts of no action be considered. The No Build Alternative also serves as a basis of comparison with the build alternatives. Under the No Build Alternative, the City would continue routine maintenance (i.e., chip seal coating) of the existing Northshore Drive and no new alignment would be constructed. The No Build Alternative would not improve the efficiency of local traffic along Northshore Drive and would not achieve an acceptable LOS under existing or future conditions. Furthermore, the No Build Alternative would not fulfill the legislated funding requirements for the project which was provided specifically for creating a bypass to route traffic off the existing Northshore Drive between Westshore Drive and Streeter Drive. Therefore, the No Build Alternative does not meet the purpose and need of the project.

Build Alternative 1. This alternative would construct approximately 1 mile of new road on new alignment to create a connection between Streeter Drive on the east and Westshore Drive/484th Avenue/County Road I on the west (**Figure 4**). From the eastern terminus, the new alignment would run northwest through an existing agricultural field, then west through the south edge of a row-crop agricultural field (located immediately north of the Dakota Valley School properties and sports complex. The alternative

Northshore Drive Realignment

alignment would then curve south and run along the existing Westshore Drive to the western terminus near the intersection of Northshore Drive and Westshore Drive.

The alternative would be graded to a cross-section width for an ultimate build-out of a 5-lane urban divided median section to accommodate future growth; however, the paving for the current project would consist of a 3-lane median-divided urban section with curb and gutter. A center turn-lane would be used in place of the median where needed. Drive lanes would be 12 feet wide with a 6-foot bike lane on the outside of each lane. A detached sidewalk would be included on the south side of the corridor and would be located in the boulevard section to allow street expansion for additional lanes in the future. The sidewalk is proposed to be 8 feet wide. All sidewalks, crosswalks, and ramps would be constructed according to ADA requirements. The ROW width for the new alignment is anticipated to be 110 feet, widening to 120 feet at locations with turn lanes.

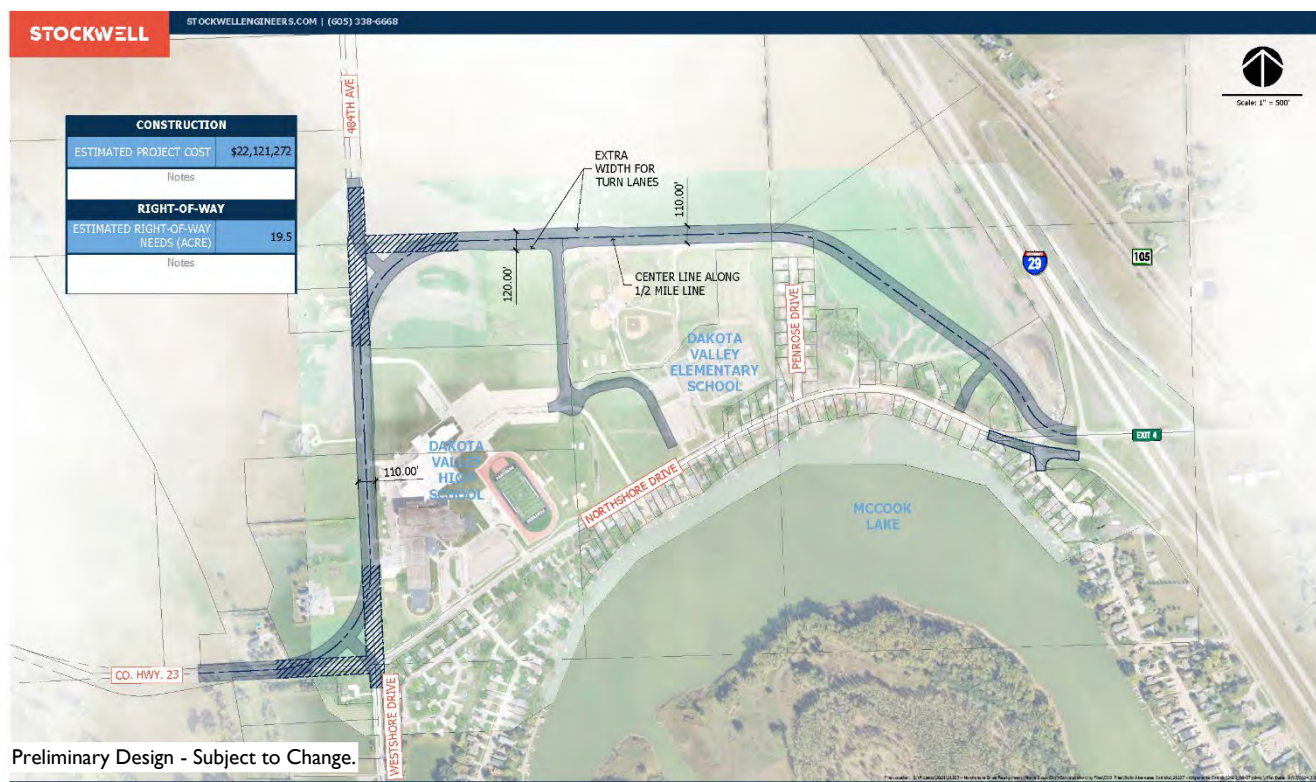
Build Alternative I would require the construction of new intersections and the reconstruction of some existing intersections. The intersection of Streeter Drive with Northshore Drive would be reconstructed. The new configuration would consist of a new 2-lane roadway connecting the existing Northshore Drive with the new bypass roadway. The intersection of Streeter Drive with the connecting roadway would be approximately 450 feet west of the existing intersection of Streeter Drive with Northshore Drive. The new intersection of Streeter Drive with the connecting roadway would consist of a two-way stop-controlled intersection with no auxiliary lanes that would end at a ninety-degree angle (i.e., T-intersection) with Northshore Drive at the southwest end of the connecting roadway. The new intersection of the connecting roadway with the new bypass roadway would be a two-way stop-controlled intersection with a westbound left turn that would end at a ninety-degree angle (i.e., T-intersection) with the new bypass road at the northeast end of the connecting roadway. The ROW width for the connecting roadway is anticipated to be 66 feet.

The intersection of Northshore Drive with Westshore Drive would be reconstructed to a two-way stop-controlled intersection with a sweeping curve alignment. The existing Northshore Drive would end at a ninety-degree angle (i.e., T-intersection) with Westshore Drive at the approximate location of the existing intersection. From the south, Westshore Drive would end at a ninety-degree angle (i.e., T-intersection) with the new sweeping curve alignment of Westshore Drive from the north approximately 230 feet northwest of the existing intersection. A new intersection would be constructed where the new bypass road turns south along the existing alignment of Westshore Drive/484th Avenue. The new intersection would consist of a stop-controlled intersection of 484th Avenue from the north ending at a ninety-degree angle (i.e., T-intersection) with the sweeping curve of the new bypass road. ROW along the reconstructed portion of 484th Avenue is anticipated to be 80 feet wide.

Build Alternative I also proposes a north connection to the Dakota Valley Schools that would run north-south for approximately 1,000 feet. The connection would be located west of the baseball diamonds and would connect to the Dakota Valley high School parking lot; then would curve east and south to connect to the Dakota Valley Elementary School parking lot. New storm sewers would be included along the new alignment to accommodate urban design standards. Water main and sanitary sewer would be installed throughout Build Alternative I as part of the project. Street lighting along the corridor is anticipated to be included with the project and all traffic control signing would be posted according to the current Manual on Uniform Traffic Control Devices (MUTCD). Depending on location, depth of excavation for utilities is expected to be 10 to 28 feet for sanitary sewer; 6 to 8 feet for water main; and 4 to 12 feet for storm sewers.

Northshore Drive Realignment

Figure 4. Build Alternative 1



Build Alternative 2. Build Alternative 2 is the north alignment alternative. This alternative would construct approximately 1.1 mile of new road on new alignment to create a connection between Streeter Drive on the east and Westshore Drive/484th Avenue/County Road I on the west (**Figure 5**). From the eastern terminus, the new alignment would run northwest through an existing agricultural field, then west through a row-crop agricultural field (approximately 650 feet north of the Dakota Valley School properties and sports complex). The alternative alignment would then curve south and run along the existing Westshore Drive to the western terminus near the intersection of Northshore Drive and Westshore Drive.

The alternative would be graded to a cross-section width for an ultimate build-out of a 5-lane urban divided median section to accommodate future growth; however, the paving for the current project would consist of a 3-lane median-divided urban section with curb and gutter. A center turn-lane would be used in place of the median where needed. Drive lanes would be 12 feet wide with a 6-foot bike lane on the outside of each lane. A detached sidewalk would be included on the south side of the corridor and would be located in the boulevard section to allow street expansion for additional lanes in the future. The sidewalk is proposed to be 8 feet wide. All sidewalks, crosswalks, and ramps would be constructed according to ADA requirements. The ROW width for the new alignment is anticipated to be 110 feet, widening to 120 feet at locations with turn lanes.

Build Alternative 2 would require the construction of new intersections and the reconstruction of some existing intersections. The intersection of Streeter Drive with Northshore Drive would be reconstructed. The new configuration would consist of a new 2-lane roadway connecting the existing Northshore Drive with the new bypass roadway (**Figure 12**). The intersection of Streeter Drive with the connecting roadway would be approximately 450 feet west of the existing intersection of Streeter Drive with Northshore Drive. The new intersection of Streeter Drive with the connecting roadway would consist of a two-way stop-controlled intersection with no auxiliary lanes that would end at a ninety-degree angle (i.e., T-intersection) with

Northshore Drive Realignment

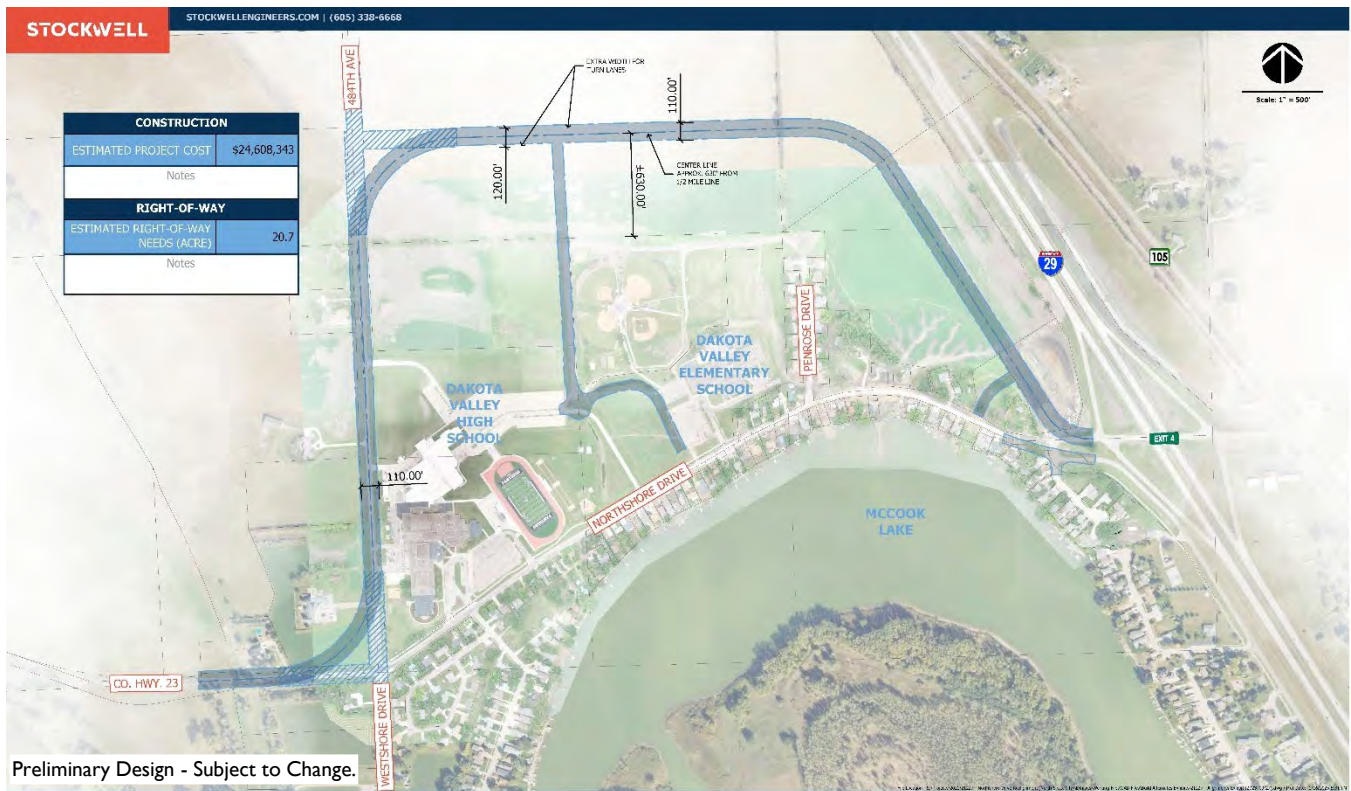
Northshore Drive at the southwest end of the connecting roadway. The new intersection of the connecting roadway with the new bypass roadway would be a two-way stop-controlled intersection with a westbound left turn that would end at a ninety-degree angle (i.e., T-intersection) with the new bypass road at the northeast end of the connecting roadway. The ROW width for the connecting roadway is anticipated to be 66 feet.

The intersection of Northshore Drive with Westshore Drive would be reconstructed to a two-way stop-controlled intersection with a sweeping curve alignment. The existing Northshore Drive would end at a ninety-degree angle (i.e., T-intersection) with Westshore Drive at the approximate location of the existing intersection. From the south, Westshore Drive would end at a ninety-degree angle (i.e., T-intersection) with the new sweeping curve alignment of Westshore Drive from the north approximately 230 feet northwest of the existing intersection. A new intersection would be constructed where the new bypass road turns south along the existing alignment of Westshore Drive/484th Avenue. The new intersection would consist of a stop-controlled intersection of 484th Avenue from the north ending at a ninety-degree angle (i.e., T-intersection) with the sweeping curve of the new bypass road. ROW along the reconstructed portion of 484th Avenue is anticipated to be 80 feet wide.

Build Alternative 2 also proposes a north connection to the Dakota Valley Schools that would run north-south for approximately 1,650 feet. The connection would be located west of the baseball diamonds and would connect to the Dakota Valley high School parking lot; then would curve east and south to connect to the Dakota Valley Elementary School parking lot. New storm sewers would be included along the new alignment to accommodate urban design standards. Water main and sanitary sewer would be installed throughout Build Alternative I as part of the project. Street lighting along the corridor is anticipated to be included with the project and all traffic control signing would be posted according to the current Manual on Uniform Traffic Control Devices (MUTCD). Depending on location, the depth of excavation for utilities is expected to be 10 to 28 feet below ground surface for sanitary sewers; 6 to 8 feet for the water main; and 4 to 12 feet for storm sewers.

Northshore Drive Realignment

Figure 5. Build Alternative 2



2.3 Preferred Alternative

The No Build Alternative would not meet the project purpose and need nor would it fulfill any of the project goals. Therefore, this alternative has been eliminated from consideration as the Preferred Alternative. Both of the build alternatives would meet the purpose and need. However, only Build Alternative 1 meets each of the project goals, namely that of providing a route from the intersection of Northshore Drive with Streeter Drive to Dakota Valley High School that is faster than using the existing Northshore Drive. Build Alternative 1 also has the shortest travel time between the intersection of Northshore Drive with Streeter Drive. Build Alternative 1 would result in fewer environmental impacts. Considering cost as a factor, Build Alternative 1 is anticipated to be the cheaper construction option. The advantages of Build Alternative 1 over Build Alternative 2 are summarized below. Based on these factors, Build Alternative 1 has been selected as the Preferred Alternative.

Advantages of Build Alternative 1

- ▶ Meets goal of providing a faster travel route than using the existing Northshore Drive to travel between Dakota Valley High School and the Northshore Drive/Streeter Drive intersection.
- ▶ Shortest distance and fastest travel route between the Northshore Drive/Streeter Drive intersection and Westshore Drive, resulting in less travel delay.
- ▶ Requires less ROW acquisition than Build Alternative 2.
- ▶ Lower construction costs than Build Alternative 2.
- ▶ Less conversion of farmland to non-farmland land uses and would not bisect the existing agricultural field.
- ▶ Would have lower wetland impacts than Build Alternative 2.
- ▶ More public comments in support of Build Alternative 1.

Northshore Drive Realignment

Advantages of Build Alternative 2

- ▶ Would require less ROW acquisition from the Dakota Valley Schools recreational areas than Build Alternative 1.

2.3.1 *Summary of Impacts*

Table 2 summarizes the environmental impacts associated with the No Build Alternative, Preferred Alternative (Alternative 1), and Alternative 2.

Northshore Drive Realignment

Table 2. Summary of Environmental Impacts for the Build Alternatives

Resource	No Build Alternative	Preferred Alternative (Build Alternative 1)	Build Alternative 2
Land Use	<ul style="list-style-type: none"> Land use would remain unchanged (no impact). 	<ul style="list-style-type: none"> Would be consistent with current and planned future land uses (moderate beneficial impact). 16.46 acres of permanent ROW acquisition (minor adverse impact). 	<ul style="list-style-type: none"> Would be consistent with current and planned future land uses (moderate beneficial impact). 19.30 acres of permanent ROW acquisition (moderate adverse impact).
Bicyclists and Pedestrians	<ul style="list-style-type: none"> Traffic conditions would gradually worsen on Northshore Drive increasing potential for vehicle-pedestrian conflicts (minor adverse impact). 	<ul style="list-style-type: none"> Would include bike lanes and a new sidewalk. Would provide an access-controlled route provided for pedestrian and bicyclists (moderate beneficial impact) 	<ul style="list-style-type: none"> Would include bike lanes and a new sidewalk. Would provide an access-controlled route provided for pedestrian and bicyclists (moderate beneficial impact).
Socioeconomics	<ul style="list-style-type: none"> Congestion on Northshore Drive would gradually worsen and may discourage people from wanting to live along Northshore Drive or in the neighborhoods that connect to Northshore Drive (minor adverse impact) 	<ul style="list-style-type: none"> Would provide a new traffic corridor conducive to future residential and commercial development and eventually new housing and job opportunities. Would improve traffic operations and provide a route with fewer conflict points for pedestrians and bicyclists (major beneficial impact). Access to businesses would be maintained throughout the project. ROW required from one business property but there would be no business or residential relocations (minor adverse impact). 	<ul style="list-style-type: none"> Would provide a new traffic corridor conducive to future residential and commercial development and eventually new housing and job opportunities. Would improve traffic operations and provide a route with fewer conflict points for pedestrians and bicyclists (major beneficial impact). Access to businesses would be maintained throughout the project. ROW required from one business property but there would be no business or residential relocations (minor adverse impact).
Farmland	<ul style="list-style-type: none"> No protected farmland would be converted (no impact). 	<ul style="list-style-type: none"> This alternative would convert approximately 11.8 acres of protected farmland. Farmland Conversion Impact Rating Form AD-1006 scores below 160 which indicates that impacts would not be significant (minor adverse impact). 	<ul style="list-style-type: none"> This alternative would convert approximately 17.0 acres of protected farmland. Farmland Conversion Impact Rating Form AD-1006 scores below 160 which indicates that impacts would not be significant (moderate adverse impact).
Noise	<ul style="list-style-type: none"> No construction activities or changes in traffic (no impact). 	<ul style="list-style-type: none"> There are four impacted receptors. Noise abatement barriers did not meet the reasonableness evaluation criteria and none are recommended (minor adverse impact). 	<ul style="list-style-type: none"> There are four impacted receptors. Noise abatement barriers did not meet the reasonableness evaluation criteria and none are recommended (minor adverse impact).

Northshore Drive Realignment

Resource	No Build Alternative	Preferred Alternative (Build Alternative 1)	Build Alternative 2
Wetlands	<ul style="list-style-type: none"> No construction activities would impact wetlands (no impact). 	<ul style="list-style-type: none"> Would permanently impact 0.003 acres of wetlands and would have no temporary impacts (minor adverse impact). 	<ul style="list-style-type: none"> Would permanently impact 0.221 acres of wetlands and would have no temporary impacts (moderate adverse impact).
Water Quality	<ul style="list-style-type: none"> No construction activities (no impact). 	<ul style="list-style-type: none"> No impacts to 303(d) impaired resources are anticipated. A SWPPP would be implemented to mitigate any potential temporary impacts from construction (no impact). 	<ul style="list-style-type: none"> No impacts to 303(d) impaired resources are anticipated. A SWPPP would be implemented to mitigate any potential temporary impacts from construction (no impact).
Air Quality	<ul style="list-style-type: none"> Gradually worsening congestion on Northshore Drive (minor adverse impact). 	<ul style="list-style-type: none"> No long-term major impacts are anticipated, and no air quality standards would be violated. Temporary, minor impacts on air quality relating to increased dust levels and equipment emissions during construction. Standard BMPs would minimize impacts (minor adverse impact). A localized improvement could result from reducing congestion on Northshore Drive (minor beneficial impact). 	<ul style="list-style-type: none"> No long-term major impacts are anticipated, and no air quality standards would be violated. Temporary, minor impacts on air quality relating to increased dust levels and equipment emissions during construction. Standard BMPs would minimize impacts (minor adverse impact). A localized improvement could result from reducing congestion on Northshore Drive (minor beneficial impact).
Floodplains and Levees	<ul style="list-style-type: none"> There would be no impacts to floodplains or floodways. All areas proposed to be impacted are mapped as Zone X (no impact). 	<ul style="list-style-type: none"> There would be no impacts to floodplains or floodways. All areas proposed to be impacted are mapped as Zone X (no impact). 	<ul style="list-style-type: none"> There would be no impacts to floodplains or floodways. All areas proposed to be impacted are mapped as Zone X (no impact).
Vegetation	<ul style="list-style-type: none"> No construction activities (no impact). 	<ul style="list-style-type: none"> Ground disturbance (39.6 acres) would occur primarily within agricultural cropland and maintained ROW rather than natural vegetation communities. Ground disturbance has the potential to introduce noxious weeds, but this would be minimized by reseeding disturbed areas following South Dakota Seed Laws. Minor tree-clearing maybe necessary to low quality tree lines along the edges of agricultural fields (minor adverse impact). 	<ul style="list-style-type: none"> Ground disturbance (46.0) acres would occur primarily within agricultural cropland and maintained ROW rather than natural vegetation communities. However, this would be minimized by reseeding disturbed areas following South Dakota Seed Laws. Minor tree-clearing maybe necessary to low quality tree lines along the edges of agricultural fields (minor adverse impact).

Northshore Drive Realignment

Resource	No Build Alternative	Preferred Alternative (Build Alternative 1)	Build Alternative 2
Threatened and Endangered Species and Other Wildlife	<ul style="list-style-type: none"> No construction activities (no impact). 	<ul style="list-style-type: none"> Northern long-eared bat and tricolored bat are not likely to be adversely affected with the implementation of mitigation measures for tree-clearing (neutral impact with mitigation). Potential bald eagle habitat is present within one mile of the project, but impacts are unlikely. Impacts to nesting birds would be avoided by clearing trees outside the primary nesting season (neutral impact with mitigation). 	<ul style="list-style-type: none"> Northern long-eared bat and tricolored bat are not likely to be adversely affected with the implementation of mitigation measures for tree-clearing (neutral impact with mitigation). Potential bald eagle habitat is present within one mile of the project, but impacts are unlikely. Impacts to nesting birds would be avoided by clearing trees outside the primary nesting season (neutral impact with mitigation).
Cultural Resources	<ul style="list-style-type: none"> No construction activities (no impact). 	<ul style="list-style-type: none"> Determination of No Historic Properties Affected (no impact). 	<ul style="list-style-type: none"> Determination of No Historic Properties Affected (no impact).
Section 4(f) / 6(f)	<ul style="list-style-type: none"> No construction activities or ROW acquisition (no impact). 	<ul style="list-style-type: none"> 1.78 acres of permanent acquisition and 1.87 acres of temporary easements would be required from recreational areas on the Dakota Valley Schools property. However, this would not impact any of the recreational features and the “use” is expected to be <i>de minimis</i> (minor adverse impact). Portions of existing trails would be closed off during construction. However, temporary trail connections and detours will maintain access. Trail impacts are expected to be <i>de minimis</i> (minor adverse effect). Adams Homestead Nature Preserve is encumbered by Section 6(f) but would be avoided by all project activities (no impact). 	<ul style="list-style-type: none"> 0.12 acres of permanent acquisition and 1.16 acres of temporary easements would be required from recreational areas on the Dakota Valley Schools property. However, this would not impact any of the recreational features and the “use” is expected to be <i>de minimis</i> (minor adverse impact). Portions of existing trails would be closed off during construction. However, temporary trail connections and detours will maintain access. Trail impacts are expected to be <i>de minimis</i> (minor adverse effect). Adams Homestead Nature Preserve is encumbered by Section 6(f) but would be avoided by all project activities (no impact).
Regulated Materials and Hazardous Waste	<ul style="list-style-type: none"> No construction activities (no impact). 	<ul style="list-style-type: none"> There is low potential for encountering contaminated soil and/or groundwater during construction (neutral impact). 	<ul style="list-style-type: none"> There is low potential for encountering contaminated soil and/or groundwater during construction (neutral impact).

3. COORDINATION AND PUBLIC INVOLVEMENT

As indicated in the EA and supporting documentation, the City and SDDOT conducted public outreach and coordinated with Federal, State, and local agencies, and Tribes during the development of the EA.

3.1 Public Involvement

A project website was established for the project which served as a tool for the public to access project information and view public meeting materials. The website was utilized throughout the ESR and NEPA process. The website can be accessed with the following link: <https://www.northshorebypass.com>.

3.1.1 Public Meeting Open House #1

A public open house meeting was held on October 30, 2023 at the City of North Sioux City Community Center and 89 people signed in as attendees. The purpose of the meeting was to provide information and gather input from the public about the proposed project to assist in defining the purpose and need for the project; defining project goals; to aid in the development of potential issues to be addressed in the NEPA process; and to identify key concerns and issues affecting alternative selection. Information was provided regarding the environmental reviews being conducted for the project in support of NEPA. Stakeholders and the public were notified of the meetings through mailings, the project website, a press release, and local newspaper ads. The open house allowed for one-on-one discussion with project representatives including consultants, City staff, and SDDOT. Project representatives were available to answer questions, discuss the project, and receive community input. Poster-board exhibits were set up at the meeting and comment forms were provided. Additionally, project information, including all public meeting materials, was posted online at www.NorthshoreBypass.com and is included in **Appendix A**. Comments were solicited through a 30-day comment period ending on November 13, 2023. Twenty comments were received, including twelve comments submitted via the project website and eight additional comments received in writing. Comments generally discussed:

- ▶ Support for a bypass due to large amount of traffic on Northshore Drive and concern for students walking to school.
- ▶ Concern about land acquisition for a new bypass route.
- ▶ Questions on whether a new bypass route is warranted and/or would be fiscally irresponsible.
- ▶ Questions about access to neighborhoods, schools, interstate.
- ▶ Preferences both for and against connecting Penrose Drive to a new bypass and preference for no roundabouts.

Based on public input, the design speed at the west end of the project was reduced from 40 to 35 mph for both build alternatives, which reduced the radius of the curves and decreased the property impact and required ROW from the Dogwood Pet Hotel and Day Spa by approximately 0.64 acres (28,000 square feet).

3.1.2 Public Engagement Update

Additional public involvement included a public engagement update of the status of the project with a 30-day comment period beginning on September 12 and ending on October 12, 2024. Updated project information was provided via a mailer, public announcement, and website updates. The purpose was to inform the public of project updates to scope and schedule; present a draft Purpose and Need; disclose that an Environmental Assessment was being prepared; and note the potential for impacts to Section 4(f) resources. The purpose was

Northshore Drive Realignment

also to coordinate with the public to consider feedback when making project decisions and provide a response to their comments. The public was invited to submit comments via the project website, www.NorthshoreBypass.com. Public involvement materials are included in **Appendix A**. Comments were received from 24 individuals, most of whom were supportive of the proposed project. Comments received generally discussed:

- ▶ Support for a bypass due to the large amount of traffic on Northshore Drive and concern for students walking to school.
- ▶ Concerns with roundabouts.
- ▶ Support for widening the existing Northshore Drive.
- ▶ Questions/concerns on how the project might impact future flooding.
- ▶ More opportunities for public comment.

Based in part on public feedback, the roundabout alternatives for project intersections were eliminated from consideration as the part of the build alternatives. However, a roundabout is part of the preliminary design for the new north-south connection between the Dakota Valley High School and Dakota Valley Elementary School from the Preferred Alternative Alignment for Northshore Drive. Regarding flood control, this is not part of the project purpose and could have unintended consequences of shifting floodwaters to new areas or interfering with the USACE flood emergency plan for the Big Sioux River. Therefore, this option was not pursued. A response letter to the received public comments was posted to the project website (www.NorthshoreBypass.com), on December 18, 2024.

3.1.3 Public Meeting Open House #2

A public information meeting was held on April 15, 2025, to present the findings of this EA during the formal comment period and to receive comments on the EA document and the proposed Section 4(f) *de minimis* findings. The public comment period was provided for 30 days concurrent with the release of the EA (April 3, 2025 to May 2, 2025) starting when the EA was made available to the general public and public agencies. The EA was made available to the public on the project website (www.NorthshoreBypass.com), at North Sioux City's City Hall, and at the public meeting.

Postcard invitations were mailed directly to 215 properties surrounding the project area and additional outreach was provided to other project stakeholders (including but not limited to local, state, and federal agencies). There were 65 individuals recording their attendance at the meeting. A recorded loop presentation of the EA major findings was provided by project staff, and poster-board exhibits were set up at the meeting. Comment forms were provided, and members of the study team were on hand to answer questions. Additionally, comments could be submitted via the project website.

Forty-eight (48) comments were received from 24 individuals, with some individuals submitting multiple comments. Three comments were received in writing at the public meeting and the remaining 45 comments came through the project website. Comments and responses are included in **Appendix A**. Although additional comments were received from specific individuals, the following is a general summary of the most common verbal and formal comments:

- ▶ Support for project because it will improve traffic and safety around schools.
- ▶ Concern that Alternative 1 will be too close to homes on Penrose Drive.
- ▶ Questions on what will happen with the turn-around at the end of Penrose Drive and a desire not to have a direct connection to Penrose Drive from the bypass.
- ▶ Desire to revisit Alternative 3 (i.e., improving the existing Northshore Drive) in light of flooding damage and funds received from FEMA for its repair.

- ▶ Concerns for safety with higher speed limits and medians on bypass roadway, especially with young drivers.
- ▶ Concerns about EA report accuracy regarding rear-end accident numbers and planned developments.
- ▶ General skepticism that the project will improve traffic operations.
- ▶ General comments on the project being a waste of taxpayer dollars.

Based on public input regarding impacts to the existing turn-around loop at the north end of Penrose Drive, it was determined that a hammerhead turnaround would be constructed in this area. A hammerhead turnaround, or T-shaped dead end, is a design feature at the end of a road that allows large vehicles to turn around using a three-point turn if necessary. This would mitigate the changes to the end of Penrose Drive due to the bypass and preserve the functionality of the existing conditions.

3.2 Agency Coordination

Agency coordination was conducted with State and Federal agencies including South Dakota Department of Agriculture and Natural Resources (SDDANR), South Dakota Game Fish and Parks (SDGFP), United States Fish and Wildlife Service (USFWS), Natural Resources Conservation Service (NRCS), South Dakota State Historic Preservation Office (SDSHPO) and National Park Service (NPS) via the SDGFP regarding Land and Water Conservation Fund encumbered lands. Project information was provided including a project summary, map, and request for feedback on the proposed project. The consultation letters sent to each agency and the agency responses were provided in **Appendix E** of the EA document. Responses are summarized in **Table 3**.

Table 3. Agency Correspondence

Date	Agency	Summary
9/29/2023	SDGFP	The Adams Homestead and Nature Preserve is encumbered in entirety under LWCF 6(F) encumbrance.
10/02/2023	SDGFP	2017 record of Fals Map Turtles noted in McCook Lake. Avoid impacts along shoreline of McCook Lake from May through August. No anticipated significant impact to fish and wildlife resources.
10/16/2023	SDDANR	Recommendations for Tanks and Spills, Solid and Hazardous Waste, Air Quality, Drinking Water, Surface Water, Ground Water, Water Rights, and Forestry.
5/22/2024	SDDANR	Additional recommendations for Tanks and Spills.
2/29/2024	NRCS	Confirmed project does impact prime farmland and completed part IV of Form AD-1006.
6/11/2024	USFWS	May Affect, Not Likely to Adversely Affect Northern Long-Eared Bat and Tricolored Bat; No Effect for all other listed species.
12/9/2024	SDSHPO	SDSHPO concurs with a determination of "No Historic Properties Affected" for the proposed undertaking.
1/24/2025	SDSHPO	After updates to APE, SDSHPO concurs with a determination of "No Historic Properties Affected" for the proposed undertaking.
11/13/2023	Dakota Valley Schools	Overview of project was presented to Board of Education.
4/22/2024	Dakota Valley Schools	Confirmation of Superintendent as OWJ for Section 4(f) recreational resources on the Dakota Valley School property.
1/17/2025	Dakota Valley Schools	Notification to OWJ of intent to find a de minimis with proposed mitigation and after public comment period.

4/18/2024	North Sioux City	Confirmation of OWJ at the City of North Sioux City for the McCook Lake/North Sioux City Trail.
1/17/2024	North Sioux City	Notification to OWJ of intent to find a de minimis with proposed mitigation and after public comment period.
9/16/2024	North Sioux City Council	Project update to North Sioux City Council.

3.3 Tribal Coordination

In accordance with Section 106 of the NHPA (36 CFR Part 800), tribal coordination letters were sent to the following tribes on September 28, 2023 (located in **Appendix E** of the EA document). No responses were received from any of the below tribes.

- ▶ Chippewa Cree Tribe
- ▶ Crow Creek Sioux Tribe
- ▶ Iowa Tribe of Oklahoma
- ▶ Lower Brule Sioux Tribe
- ▶ Ponca Tribe of Nebraska
- ▶ Rosebud Sioux Tribe
- ▶ Sisseton-Wahpeton Oyate
- ▶ Three Affiliated Tribes (Mandan Hidatsa Arikara Nation)
- ▶ Yankton Sioux Tribe

4. ENVIRONMENTAL COMMITMENTS AND SUMMARY OF COMMENTS

Chapter 3 of the EA discusses the existing environment and the effects of the alternatives carried forward: the No Build Alternative, Build Alternative 1, and Build Alternative 2. No revisions to the alternatives were required after the EA public comment period and no additional environmental impacts were identified. This section includes a summary of comments received during the public comment period, and responses to these comments. It also includes a summary of mediation measures, commitments, and required permits for the project moving forward.

4.1 Public Comments and Responses

The public comment period for the Project's EA closed on May 2, 2025. A full list of these comments and how they were addressed is included in **Appendix A**. Additional comments received during previous public outreach are also included in the public involvement summaries provided in **Appendix A**.

4.2 Section 4(f) Resources and Evaluations

4.2.1 Description of Section 4(f) Resources, Impacts, and Coordination

The following Section 4(f) resources would be impacted by project activities as discussed in the EA.

Dakota Valley Schools

The Dakota Valley School property is considered a multi-use property. Although the major purpose of the overall property is for education, portions of the property consist of school playgrounds and sports competition and practice fields (e.g., baseball diamond, football fields, soccer fields, track and field facilities). When public school playgrounds and sports fields on school property are open to the general public, either for organized recreational purposes or substantial walk-on recreational purposes, these recreational areas may qualify as Section 4(f) resources. The Dakota Valley School Superintendent is the Official with Jurisdiction (OWJ). Informal coordination was conducted with the OWJ in April of 2024 and January of 2025 (**Appendix C**). The coordination was to confirm the appropriate OWJ and intent to find a *de minimis*. There are five areas on the Dakota Valley School property that have recreational uses and are subject to Section 4(f): two playgrounds, baseball diamonds/soccer fields, the high school football stadium/track and field facilities, and football practice fields. These areas are identified in **Figure 6**. None of the Dakota Valley School resources are encumbered by Section 6(f).

Impacts to the Dakota Valley Schools Property from the Preferred Alternative (Build Alternative 1) would involve permanent incorporation of recreational school property for project ROW and temporary easements for project construction. Permanent incorporation is a type of “use” that involves ROW acquisition from a Section 4(f) property as part of a transportation project. For this project, the City of North Sioux City will be purchasing permanent easements from the 4(f) property, effectively changing the land use from recreational (Section 4(f) property) to ROW on a transportation facility and causing a permanent impact. Temporary easements would be needed in conjunction with the permanent incorporation in order to conduct construction activities and would be considered a “use” due to temporary occupancy of the Section 4(f) property.

Impacts to recreational areas would occur along the north and west edges of the parcel containing the baseball diamond and soccer fields in the northeast of the school property. These impacts are due to permanent acquisition of 1.68 acres for new ROW. Additionally, 1.37 acres of temporary easement would be needed along the north edge of the property to construct the new alignment; and along the west edges of the property to construct a driveway connecting the new alignment to the school parking lot. However, no permanent acquisition or construction activities would occur within the contributing recreational features of the property in this area (i.e., the baseball diamonds and soccer fields). Along Westshore Drive, near the northwest corner of the school property, permanent acquisition of 0.05 acres would be required for new ROW from the school property adjacent to a football practice field. Temporary easements of 0.32 acres are also proposed in this area for project construction. However, no permanent acquisition or construction activities would occur within the contributing recreational features of the property in this area (i.e., football practice field). In the southwest corner of the school property, northeast of the intersection of Northshore Drive and Westshore Drive, permanent acquisition of 0.05 acres would be required for new ROW from school property adjacent to a school playground. Temporary easements of 0.18 acres are also proposed for project construction. However, no permanent acquisition or construction activities would occur within the recreational features of this area (i.e., basketball court, volleyball court, swings, etc.).

Northshore Drive Realignment

Impacts to Section 4(f) properties from the Preferred Alternative are shown in **Figure 6**. The total amount of permanent acquisition from Dakota Valley Schools is estimated at 3.04 acres, but only 1.78 acres would be from recreational areas. The total amount of temporary easements needed from Dakota Valley Schools is estimated at 4.38 acres, but only 1.87 acres would be needed from recreational areas on the property. No additional impacts would occur from utility installation or relocation. Acquisition and temporary easements would be limited to the edges of the property and would not directly impact the activities, features, or attributes of the recreational features within these areas. Furthermore, access to and use of these recreational resources would not be restricted during construction or upon project completion. No noise impacts are anticipated to the school properties; therefore, no constructive use.

McCook Lake / North Sioux City Trail

The McCook Lake/North Sioux City Trail runs along the north side of Northshore Drive through the project ESA. The trail extends south along the west side of Westshore Drive to connect to Adams Homestead and Nature Preserve; and extends south along the west side of Streeter Drive to connect to the North Sioux City Trail network. The trail is subject to Section 4(f) because it is publicly owned by the City with the major purpose of recreation (i.e., bicycling, running, etc.). The City of North Sioux City Administrator is the OWJ. Informal coordination was conducted with the OWJ in April of 2024 and January of 2025 (**Appendix C**). The coordination was to confirm the appropriate OWJ and intent to find a *de minimis*. See **Figure 6** for the trail locations within the ESA. The trail is not encumbered by Section 6(f).

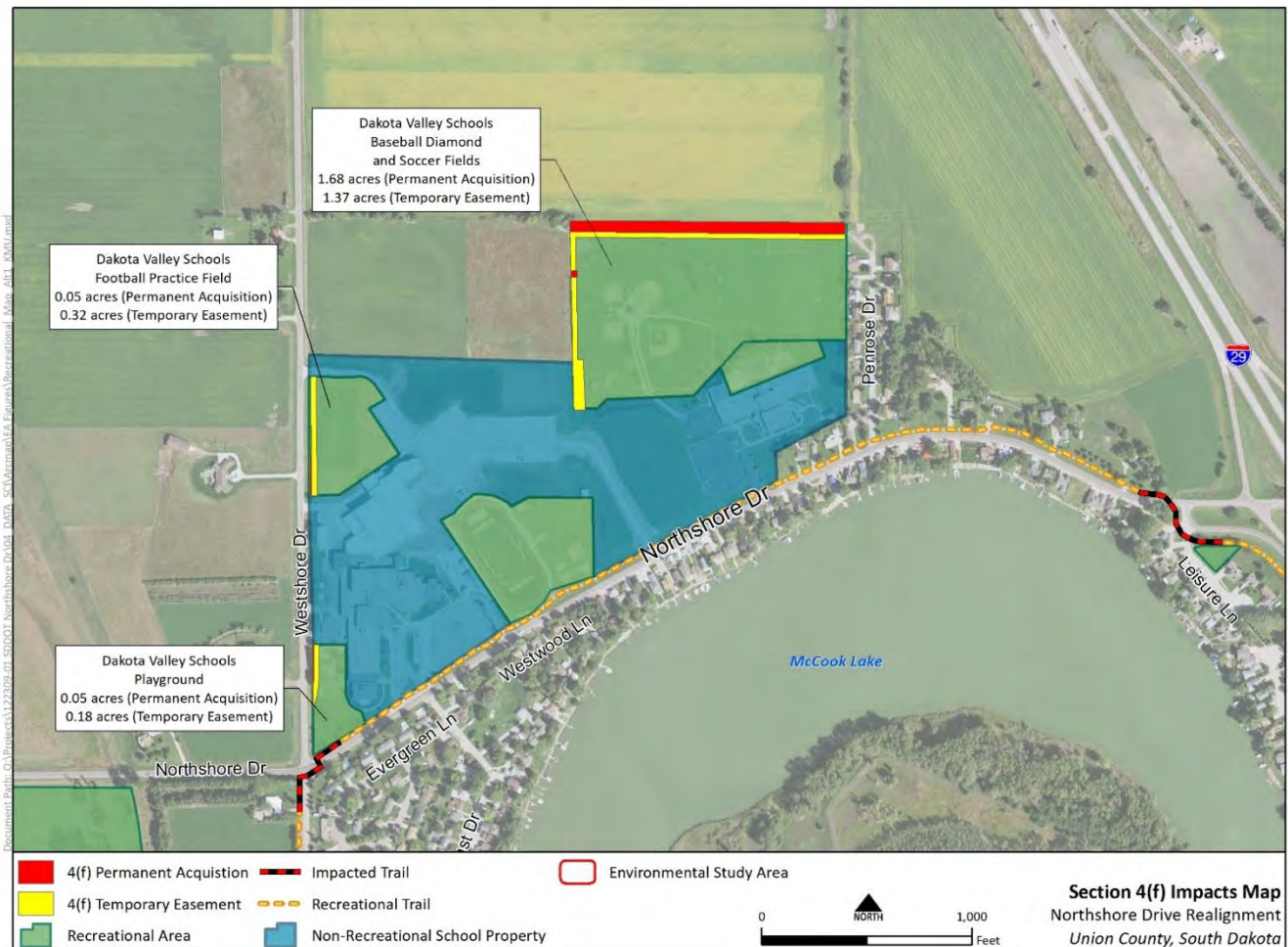
It should be noted that portions of the trail, including the segment at the east end of the project, were destroyed by the June 2024 flood event. The FEMA-funded repair of Northshore Drive is anticipated to include reconstruction of the trail, but the repair project is currently on hold. It is likely that the repairs will not be constructed prior to construction of the Northshore Drive Realignment project.

Due to the reconstruction of project intersections, portions of the McCook Lake/North Sioux City Trail would be permanently incorporated into this transportation project. Permanent incorporation is a type of “use” that involves ROW acquisition from a Section 4(f) property as part of a transportation project. Other portions of the trail would not be permanently impacted but would be temporarily unusable while construction occurs. This would be considered a temporary occupancy and a “use” of the 4(f) property. Permanent incorporation is anticipated to be 0.10 acres and temporary occupancy 0.05 acres of the existing trail. Upon completion of construction for Build Alternative 1, the McCook Lake/North Sioux City Trail would maintain the same trail connections across Northshore Drive for trail continuity by constructing new segments of trail. Additionally, new sidewalk and bike lanes constructed as part of the project would be a benefit to the recreational resource by expanding the existing pedestrian/bicyclist network within the city. No noise impacts are anticipated to the trail; therefore, no constructive use.

Adams Homestead and Nature Preserve.

Adams Homestead and Nature Preserve is a Section 4(f) property as well as being encumbered by Section 6(f) of the Land and Water Conservation Fund (**Appendix C**). This property is located on the south side of Northshore Drive at the west end of the project. The project ties into the existing Northshore Drive east of Adams Homestead and Nature Preserve. There would be no permanent incorporation or temporary occupancy of Adams Homestead and Nature Preserve and therefore no “use” under Section 4(f). The Adams Homestead Nature Preserve is encumbered in its entirety under Section 6(f) of the Land and Water Conservation Fund. Mitigation measures include marking this property as an Environmental Sensitive Site for avoidance on project plans. An additional mitigation measure is that access to Adams Homestead and Nature Preserve will be maintained throughout project construction.

Figure 6. Section 4(f) Impacts from the Preferred Alternative



4.2.2 Final Section 4(f) Evaluation

Evaluations of the two impacted Section 4(f) resources for this project are discussed below.

Dakota Valley Schools.

The Dakota Valley School Superintendent is the OWJ for this resource. The OWJ was informed of the anticipated temporary occupancy and permanent incorporation of recreational areas on the school property which will result from the proposed project. Through this coordination, it was determined that the following minimization and mitigation measures will be incorporated into the plans as plan notes and as environmental commitments:

- ▶ Access to all Dakota Valley School recreational properties will be maintained during construction activities.
- ▶ Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the Dakota Valley Schools 4(f) properties and the public.
- ▶ The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- ▶ Project coordination meetings will be held with the Dakota Valley Schools' superintendent as needed throughout final design and construction.

Northshore Drive Realignment

The public was provided an opportunity to review and comment on the Project's effects to this 4(f) resource during the EA review period and at the public meeting held for the project on April 15, 2025. One comment was received that noted "safety for playground" as a project concern. In the response to comment, it was noted that temporary construction fencing would be installed along the proposed construction limits prior to the start of construction activities to protect the public and the Dakota Valley Schools 4(f) properties.

Formal concurrence with the proposed *de minimis* finding for the Dakota Valley Schools Property was received from the OWJ on May 12, 2025 (**Appendix C**). As part of this concurrence, the OWJ agreed that, based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with the Dakota Valley Schools Property. This concurrence also confirms that the OWJ concurs with the measures to minimize harm and the assessment of impacts in regard to the proposed project.

In accordance with 23 CFR 774(b)(2)(ii), the concurrence of the OWJ that the protected activities, features, or attributes of the Dakota Valley Schools recreational areas are not adversely affected was received in writing. The project may have *de minimis* impact upon the Dakota Valley Schools Property if it meets the following criteria:

- ▶ All possible planning to minimize harm has been incorporated into project development.
- ▶ The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- ▶ Proposed measures to minimize harm and resulting mitigation, in regard to protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

McCook Lake / North Sioux City Trail

The City Administrator is the OWJ for this resource. The OWJ was informed of the temporary occupancy and permanent incorporation of segments of the McCook Lake/North Sioux City Trail due to the reconstruction of project intersections. Through this coordination, it was determined that the following minimization and mitigation measures will be incorporated into the plans as plan notes and as environmental commitments:

- ▶ Access to the McCook Lake/North Sioux City Trail will be maintained during construction activities via construction of a temporary trail connection and phasing and an approved detour (**Figure 7**). The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive would utilize existing sidewalks along Suncoast Drive and Izaak Walton Drive.
- ▶ Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the McCook Lake/North Sioux City Trail property and the public.
- ▶ The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.

Northshore Drive Realignment

Figure 7. Proposed Trail Detour



The public was provided an opportunity to review and comment on the Project's effects to this 4(f) resource during the EA review period and at the public meeting held for the project April 15, 2025. One comment was received related to this resource. This comment expressed concern that the project would eliminate the wide walking/biking path along Northshore Drive. In the response to comments, it was explained that the trail would not be eliminated, but the sidewalks and bike lanes on the new bypass would provide an alternate route for pedestrians and bicyclists wishing to use it. Although segments of the existing McCook Lake North Sioux City Trails would be closed off for reconstruction of project intersections, access would be maintained through construction of a temporary trail connection and phasing and/or an approved detour.

Formal concurrence with the proposed *de minimis* finding for the McCook Lake/North Sioux City Trail was received from the OWJ on May 9, 2025 (**Appendix C**). As part of this concurrence, the OWJ agreed that, based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with the McCook Lake/North Sioux City Trail. This concurrence also confirms the OWJ concurs with the measures to minimize harm and the assessment of impacts in regard to the proposed project.

In accordance with 23 CFR 774(b)(2)(ii), the concurrence of the official with jurisdiction that the protected activities, features, or attributes of the [insert resource name] are not adversely affected was received in

writing. In accordance with 23 CFR 774, the proposed project will have a *de minimis* impact upon the McCook Lake/North Sioux City Trail based upon the following assessment:

- ▶ All possible planning to minimize harm has been incorporated into project development.
- ▶ The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- ▶ Proposed measures to minimize harm and resulting mitigation, in regard to protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

4.3 Mitigation Measures and Commitments

The mitigation measures and environmental commitments for the preferred alternative are summarized in **Table 4**. The responsible parties for compliance with the commitment are denoted in parenthesis and include Engineer (the design engineer of record), Contractor (construction company retained to construct the project), and SDDOT. The timing of the commitments includes Design (planning and design phase), Pre-Construction (during or after design but before construction), and Construction (when the project is actively being constructed). The commitments that will be completed during construction can be found in the Section A, Environmental Commitments document provided in **Appendix B**.

Table 4. Environmental Commitments

Resource	Environmental Commitment	Timing
Land Use	ROW acquisition would be completed in conformance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended (42 USC 4601 et seq). (Engineer)	Design
Bicyclists and Pedestrians	All bike lanes, sidewalks, and related crosswalks and ramps will be constructed according to the ADA requirements. (Engineer, Contractor) Access to the McCook Lake/North Sioux City Trail will be maintained during construction activities via construction of temporary trail connection and phasing and/or an approved detour. The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive would utilize existing sidewalks along Suncoast Drive and Izaak Walton Drive. (Engineer, Contractor)	Design
Socioeconomics	Access to businesses will be maintained during construction. (Engineer, Contractor)	Design / Construction
Farmland	No farmland commitments required.	N/A

Northshore Drive Realignment

Resource	Environmental Commitment	Timing
Noise	<p>During construction, contractors would be required to comply with sound control requirements identified in the SDDOT Standard Specifications for Roads and Bridges (SDDOT 2015). (Contractor)</p> <p>Local officials will be provided with information on noise compatible planning techniques that can be used to prevent future highway traffic noise impacts. The name of the local official given data, the date of transmittal, and summary of the data transferred should be documented in the NEPA project file. To assist local officials within whose jurisdiction a Type I highway project is located, the SDDOT will provide information on future noise levels for each Activity Category located along the project as defined within (23 CFR 772- 17(a)(2)). This will be accomplished by providing a copy of the final noise analysis report to the local official, including the distance to the approach criteria for each land use category on undeveloped lands. The local official will also be provided with an estimation of future noise levels for various distances from the highway (noise contours) Local officials can find information for each land use category on undeveloped lands in 23 CFR 772-17(a)(2). Type II noise compatible land use planning concepts can be found on FHWA's Noise Compatible planning page (https://www.fhwa.dot.gov/ENVIronment/noise/noise_compatible_planning/federal_approach/land_use/qz02.cfm). (SDDOT)</p>	Construction / Pre-Construction
Wetlands	Obtain a Section 404 Permit for impacts to wetlands, including jurisdictional wetlands. Permanent wetland impacts would occur to 0.003 acres of wetlands located at Station 186+50 Lt. No temporary impacts are permitted. (Engineer)	Pre-Construction
Water Quality	<p>Construction BMPs will be implemented as part of the SWPPP required for the General Permit for Stormwater Discharges Associated with Construction Activities from SDDANR required for the project. (Engineer, Contractor)</p> <p>The SWPPP will be developed prior to the submittal of the NOI and will be implemented for all construction activities for compliance with the permit. The SWPPP must be kept on-site and updated as site conditions change. Erosion control measures and best management practices will be implemented in accordance with the SWPPP. (Engineer, Contractor)</p> <p>The DOT 298 Form will be used for site inspections and to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents and retained for a minimum of three years. (Engineer, Contractor)</p> <p>The inspection will include disturbed areas of the construction site that have not been finally stabilized, areas used for storage materials, structural control measures, and locations where vehicles enter or exit the site. These areas will be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the SWPPP will be observed to ensure that they are operating correctly, and sediment is not tracked off the site. (Engineer, Contractor)</p> <p>If construction dewatering is required for any project, the Contractor shall obtain the General Permit for Temporary Discharge Activities from the SDDANR Surface Water Program prior to the preconstruction meeting. The Contractor shall provide a copy of the approved permit to the Project Engineer. (Engineer, Contractor)</p>	Construction

Northshore Drive Realignment

Resource	Environmental Commitment	Timing
Air Quality	<p>An air quality permit may be required to operate equipment with point source emissions. A permit application can be obtained from the Air Quality or Minerals and Mining Program. (Engineer, Contractor)</p> <p>Fugitive emissions, although not covered under State air quality regulations, are a common source of public concern and may be subject to local or county ordinances. During construction, fugitive emissions would be monitored and would be mitigated (such as watering to suppress dust) as needed. (Engineer, Contractor)</p>	Pre-Construction / Construction
Floodplains and Levees	No floodplain or levee commitments required.	N/A
Vegetation	<p>Disturbed areas should be seeded with mixtures that comply with South Dakota Seed Laws in order to reduce the potential for invasive plant infestations and to comply with South Dakota laws regarding weed and pest control. (Engineer, Contractor)</p> <p>The SDDANR Resource Conservation and Forestry (RCF) provided the following comments: Special construction measures may have to be taken to preserve and protect tree health by avoiding damage to tree roots, stems, or branches. At a minimum, the storage of equipment, machinery, or trucks under or against a tree should be avoided. Barriers or sturdy fencing should be placed around trees that will remain on site following construction. Barriers should be placed a minimum of 1 foot radius from the base of the tree's trunk for every 1 inch in diameter measured 4.5 feet above the ground. This will protect against soil compaction, alteration of the natural soil level under the live canopy and any damage from occurring to the trunk of the tree. Eighty-five to ninety percent of a tree's root system lies within the top 6-12 inches of soil extending out one to one and a half times the height of the tree. Trenching through this critical root zone could severely destabilize a tree and adversely affect its health. Tunneling under or around the root system is much less damaging and encouraged. Trees often do not die immediately following construction damage but can decline over several months/years. A tree that sustains damage meeting or exceeding the following limits must be removed and, if conditions allow, replaced to maintain the canopy and ecosystem benefits of tree cover: A) The top or main stem of the tree is broken. B) The live crown of the tree is reduced below 30 percent. C) More than 1/3 of the circumference of a tree's main root system (a root 4 inches in diameter or larger) is injured such that the cambium layer (living tissue) is exposed. D) More than 1/3 of tree's total root system is severed or torn. E) More than 1/3 of the circumference of the trunk's cambium layer exposed. (Engineer, Contractor)</p> <p>Trees would be planted within the boulevard of the newly constructed roadway with approximately 50-foot spacing. Trees would consist of species including Kentucky coffee tree, thornless honey locust, American elm, swamp white oak, and Japanese tree lilac. (Engineer, Contractor)</p>	Design / Construction

Northshore Drive Realignment

Resource	Environmental Commitment	Timing
Threatened and Endangered Species	<p>Trees with suitable habitat will be removed November 1st – March 31st to avoid impacts to listed bat species. (Engineer, Contractor)</p> <p>Migratory birds are known to use the project area for nesting, which primarily occurs from April 1st to July 15th. (Engineer, Contractor)</p> <p>If an eagle nest is observed within one mile of the project site, notify the project engineer immediately so that he/she can consult with the SDDOT Environmental Office for an appropriate course of action. (Contractor)</p> <p>To protect False Map Turtles, no work will occur in and immediately around McCook Lake (e.g., along the shoreline) during the nesting season, which typically runs from May through August. (Engineer, Contractor)</p> <p>The following conservation conditions should be considered during the planning and construction of the project as it pertains to False Map Turtles (<i>Graptemys pseudogeographica</i>) (Engineer, Contractor).</p> <ol style="list-style-type: none"> 1. Disturbance to riparian and wetland areas should be kept to an absolute minimum. 2. If riparian vegetation is lost it should be quantified and replaced on site. Seeding of indigenous species should be accomplished immediately after construction to reduce sediment and erosion. 3. A site-specific sediment and erosion control plan should be part of the project. 4. A post construction erosion control plan should be implemented in order to provide interim control prior to re-establishing permanent vegetative cover on the disturbed site. 5. Avoid any work in and around McCook Lake during May-August to avoid impacts to nesting False Map Turtles. 	Design / Construction

Northshore Drive Realignment

Resource	Environmental Commitment	Timing
Cultural Resources	<p>During the construction of the Build Alternative, the contractor would be responsible for assuring any borrow brought in from outside the study area is obtained from an approved site. The Contractor will also be responsible for a cultural resource review of all clearing material processing sites, stockpile sites, storage areas, plant sites, and waste areas not designated in the plans. (Contractor)</p> <p>The archeological site within the APE will be marked for avoidance on project plans as an Environmental Sensitive Site. No work will be allowed within the boundaries of the Environmental Sensitive Site until appropriate actions have been taken by the SDDOT Environmental office. (Engineer, Contractor)</p> <p>If cultural resources are encountered during construction activities, construction would be stopped and the SDSHPO would be contacted. Construction would not be resumed until appropriate coordination has occurred and SDSHPO approval has been received. (Engineer, Contractor)</p> <p>All undertakings involving human remains are subject to applicable federal and state burial laws and ordinances, including South Dakota Codified Law (SDCL 34:27:21-31) when on state or private lands. In the event of an inadvertent discovery of human remains or funerary objects on state or private land, the procedures outlined in SDDOT's Inadvertent Discovery of Human Remains guidance will be followed. (Engineer, Contractor)</p>	Construction
Section 4(f) / 6(f)	<p>Access to all Dakota Valley School recreational properties will be maintained during construction activities. (Engineer, Contractor)</p> <p>Access to the McCook Lake/North Sioux City Trail will be maintained during construction activities via construction of temporary trail connection and phasing and/or an approved detour. The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive would utilize existing sidewalks along Suncoast Drive and Izaak Walton Drive. (Engineer, Contractor)</p> <p>Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the Dakota Valley Schools 4(f) properties and the public. (Engineer, Contractor)</p> <p>Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the McCook Lake / North Sioux City Trail 4(f) property and the public. (Engineer, Contractor)</p> <p>The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property. (Engineer, Contractor)</p> <p>Project coordination meetings will be held with Dakota Valley School's superintendent (i.e., OWJ) as needed throughout final design and construction. (Engineer)</p> <p>Adams Homestead and Nature Preserve will be marked as an Environmental Sensitive Site for avoidance on project plans. (Engineer)</p>	Design / Construction

Northshore Drive Realignment

Resource	Environmental Commitment	Timing
	Access to Adams Homestead and Nature Preserve would be maintained throughout project construction. (Engineer, Contractor)	
Regulated Materials and Hazardous Waste	<p>During construction, the Project Engineer will monitor the construction site to ensure that the avoidance measures or remediation have been accomplished in accordance with the plans. If contamination is encountered during construction, the Project Engineer will contact the Environmental Office (EO), which will contact SDDANR and a qualified consultant to inspect and monitor removal of any contaminated soil. Removal of soil will be completed under a separate bid. The Environmental Project Coordinator (EPC) will document DOT-272 and construction findings in the project file. (Engineer)</p> <p>When the Contractor is 30 days from start of construction activities, a written notification will be sent to the Area Engineer and SDDANR. Another written notice will be sent to the Project Engineer 7 days in advance of the start of work. This commitment will include the estimated cubic yards of contaminated materials that will be removed and list the landfill that accepts such materials. (Contractor)</p> <p>Petroleum contaminated soil may be located at the following site: Dakota Valley School District, 300 Streeter Drive, Station 125+70 to 126+30. It is possible that locations of contaminated material exist within the project limits which have not been documented. If the Contractor encounters contaminated soil, the Project Engineer must contact the EO, and contact will then be made with SDDANR, so the site can be inspected and monitored while material is removed. (Engineer, Contractor)</p> <p>Tanks and spills - If contamination is encountered or if a spill occurs during onsite construction activity, that contamination or spill must be reported to SDDANR at 605-773-3296 (605-773-3231 after hours). Contaminated soil that has been excavated should be segregated from clean soil and sampled to determine disposal requirements. Further, any piping, equipment, or other material to be placed in a location where it will be in contact with contaminated soil or groundwater, should be evaluated to determine if it is compatible with the contaminant. If you have questions, please contact Baylee Hoff at baylee.hoff@state.sd.us or (605) 773-3296. (Engineer, Contractor)</p>	Pre-Construction / Construction

5. FHWA DECISION

FHWA has reviewed all relevant documents and materials as well as all comments from the public, agencies, and tribes received during the development of the EA. Based upon the independent review and analysis, FHWA finds that the EA analyzed and considered all the relevant potential environmental impacts and issues.

Based upon the review and consideration of the analysis and evaluation contained in the EA; and after careful consideration of the social, economic, and environmental factors and mitigation of construction impacts; and considering input from the public involvement process and agency coordination; FHWA hereby approves the issuance of a Finding of No Significant Impact (FONSI) for the Northshore Drive Realignment project. FHWA further approves Build Alternative I as the Preferred Alternative for the Project. The Preferred Alternative will best fulfill the purpose and need for the project, and meet the goals identified for the Project.

Commitments for this project have been stipulated in this FONSI. Assuming these commitments are fulfilled, the need for a NEPA re-evaluation is not anticipated for this project.

Regarding mitigation and commitments, SDDOT and the City of North Sioux City, on behalf of FHWA, are hereby required to ensure completion of all mitigation outlined above and set out specifically in the EA. SDDOT and the City of North Sioux City are also required to ensure that all local, state, and federal permit agencies and conditions are met and otherwise complied with.

Based on the considerations identified in the Section 4(f) Evaluation, FHWA also concludes that there is no feasible and prudent alternative to the use of the Section 4(f) protected lands and that the Proposed Action includes all possible planning to minimize harm to the identified Section 4(f) properties, the Dakota Valley Schools property and the McCook Lake/North Sioux City Trail, resulting from such use. The FHWA, SD Division, finds the impacts to the Dakota Valley Schools property are *de minimis* and the McCook Lake/North Sioux City Trail are *de minimis*, as defined under 23 CFR 774.

Appendix A. Public Involvement Summary

Public Open House
October 30, 2023
Public Involvement Materials

A public meeting open house for the project was held from 5:00pm to 7:00pm on October 30, 2023 at the North Sioux City Community Center at 205 Sodrac Drive, North Sioux City, South Dakota. Eighty-nine people signed in as attendees. Stakeholders and the public were notified of the meetings through mailings, the project website, press release, and local newspaper ads. The open house allowed for one-on-one discussion with project representatives including consultants, City staff, and SDDOT. Project representatives were available to answer questions, discuss the project, and receive community input. Poster-board exhibits were set up at the meeting and comment forms were provided. Additionally, project information, including all public meeting materials, was posted online at www.NorthshoreBypass.com. Comments were solicited through a 30- day comment period. Twenty comments were received, including twelve comments submitted via the project website and eight additional comments received in writing.

Project representatives included:

- SDDOT – Paula Huizenga
- Stockwell Engineers – Chad Huwe
- Stockwell Engineers – Jon Brown
- Felsburg Holt & Ullevig – Adam Denney
- Felsburg Holt & Ullevig – Kody Unstad
- Felsburg Holt & Ullevig – Kornel Gwiazdowski

Oct. 30, 2023 - Northshore Drive Realignment – North Sioux City, SD

Date: October 30, 2023
Time: 5:00 p.m. – 7:00 p.m.
Place: North Sioux City Community Center
205 Sodrac Drive
North Sioux City, SD 57049

The South Dakota Department of Transportation (SDDOT) will hold a public meeting open house on Monday, Oct. 30, 2023, from 5 – 7 p.m. CT to inform area residents of the proposed realignment project on Northshore Drive, in North Sioux City.

The public meeting open house will be held at the North Sioux City Community Center, located at 205 Sodrac Dr. in North Sioux City. The open house will be informal allowing for one-on-one discussion with design staff and the consultant. Representatives from SDDOT will be available to answer questions, discuss the project, and receive community input.

The purpose of the meeting is to provide information and gather public input. Area residents, business owners, and daily commuters are encouraged to attend and participate in the public meeting open house. This project is being developed in compliance with state and federal environmental regulations.

Written comments on the public meeting will be accepted until Monday, Nov. 13, 2023.

Notice is further given to individuals with disabilities that this open house is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation to participate in the open house should submit a request to the department's ADA Coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunication Relay Services for the Deaf). Please request the accommodations no later than two business days prior to the meeting to ensure accommodations are available.

For more information, contact Paula Huizenga, Grants Program Engineer, at 605-773-6253 or paula.huizenga@state.sd.us.

Contact

Comments will be accepted for 14 calendar days after the public meeting date.

☐ I give permission to the SDDOT staff to email or call me to discuss comments provided below.

Name

Address/city/state/zip

Phone

Email

NORTHSHORE BYPASS

NORTH SIOUX CITY, SD



SDDOT

EM 8064(32), PCN 097K - Northshore Drive Realignment

PROJECT OVERVIEW

The project involves constructing a new road to bypass Northshore Drive. The goals of this project are to alleviate traffic and safety concerns on Northshore Drive and provide necessary utilities to the surrounding area to meet the needs of North Sioux City. The project improvements are expected to include new concrete surfacing, curb and gutter, storm sewer, water main, sanitary sewer, and lighting.

PROJECT INFO SITE

www.NorthshoreBypass.com

- Sign Up for Project Updates
- Reach Out with Questions or Comments
- View Project Documents & Photos



PROJECT LOCATION



PROJECT ADMINISTRATOR



South Dakota Department of Transportation
Paula Huizenga | (605) 773-6253

DESIGN TEAM



Stockwell Engineers

Chad Huwe
(605) 338-6668
chuwe@stockwellengineers.com

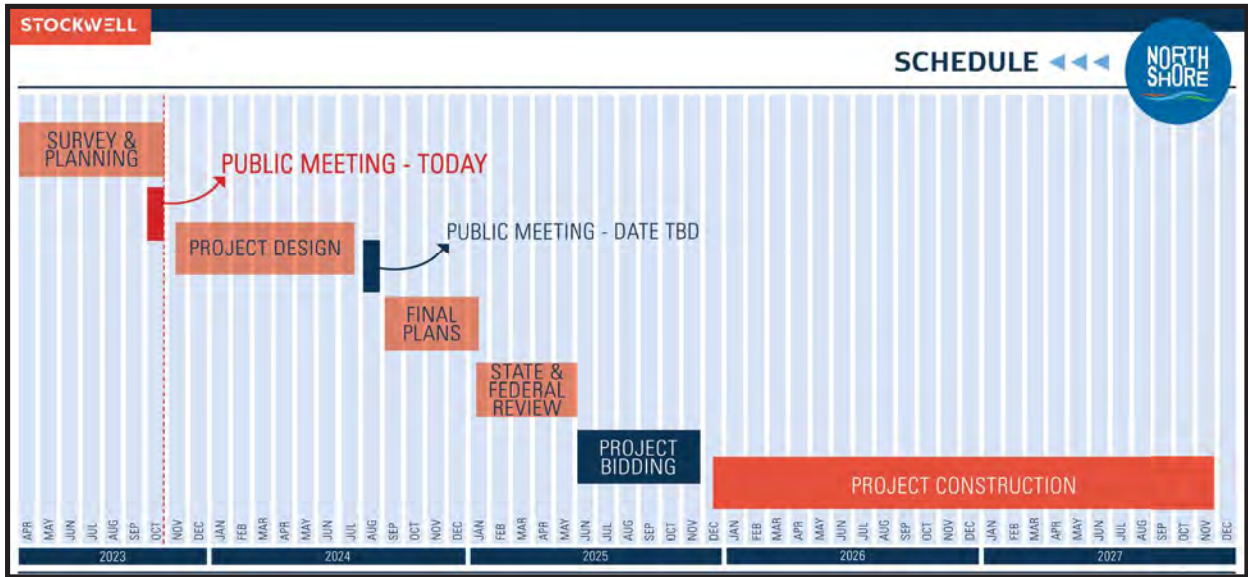


Felsburg, Holt & Ullevig

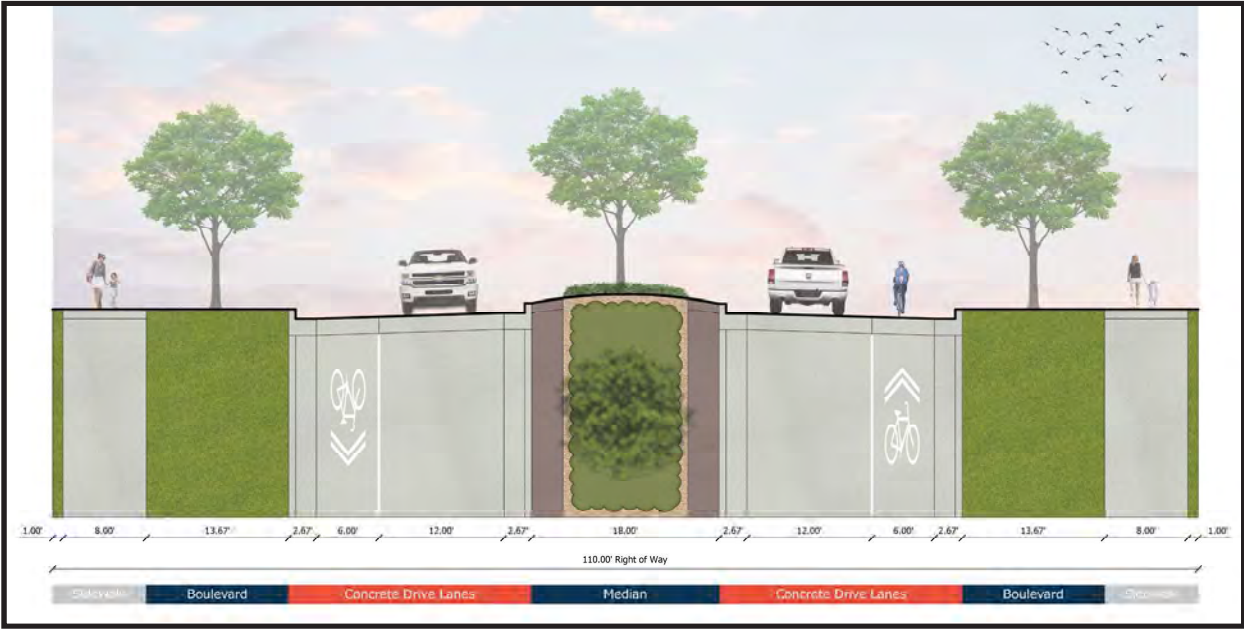


WSB

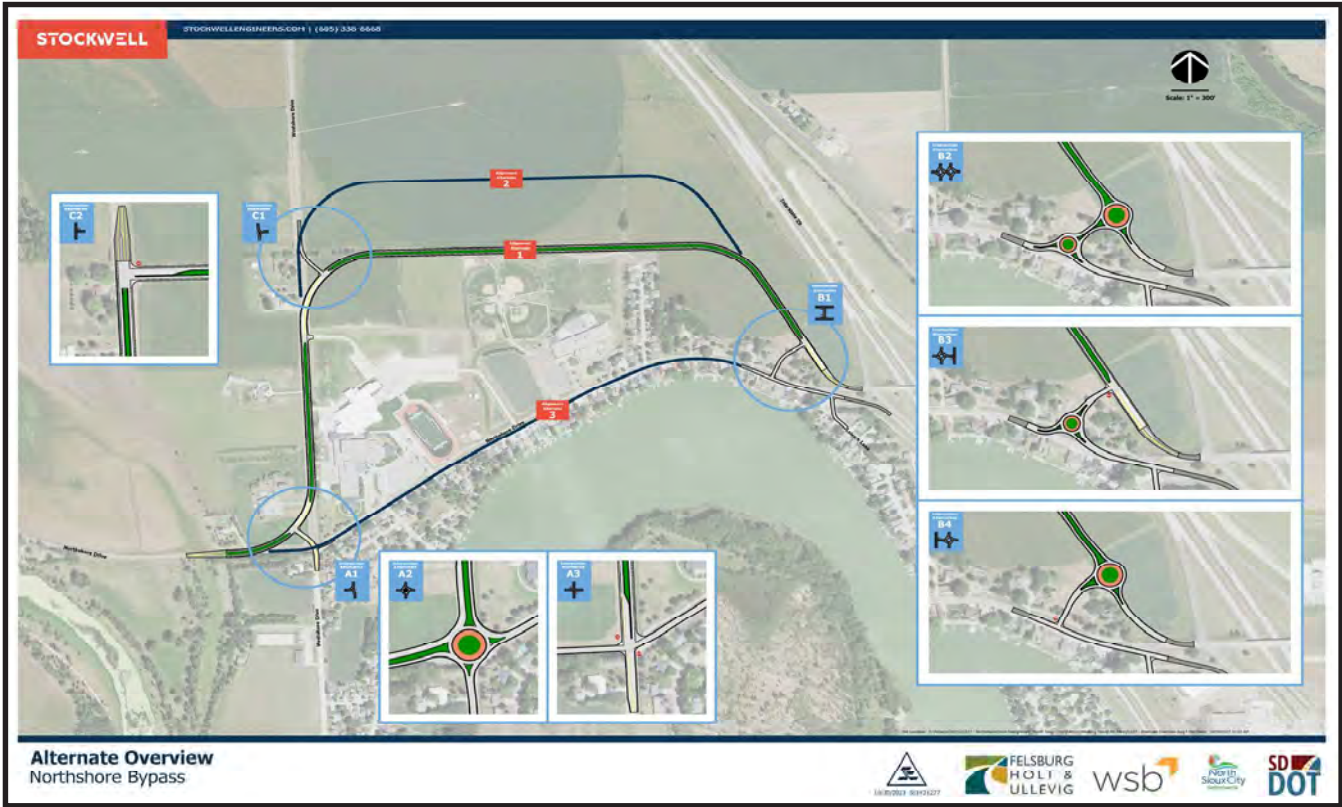
PROJECT
SCHEDULE

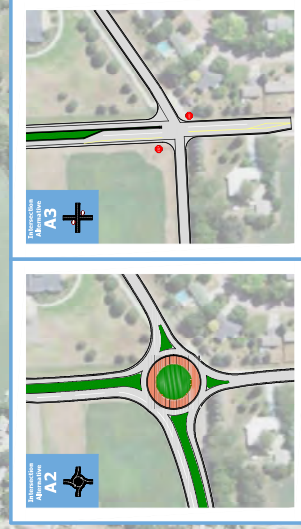
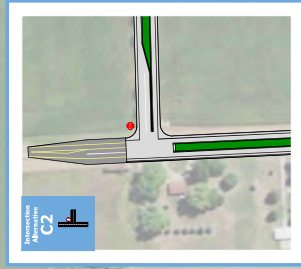
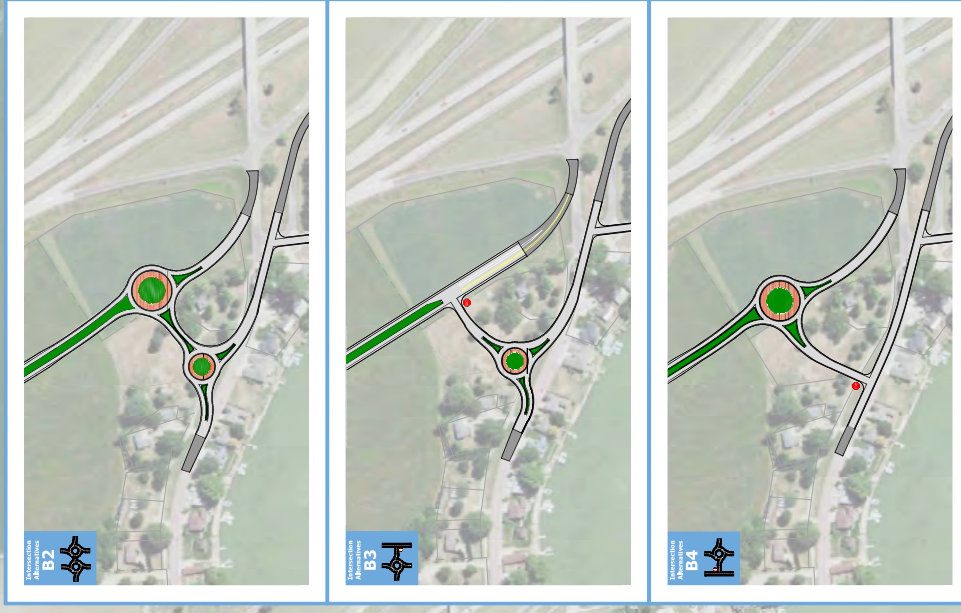


TYPICAL
SECTION

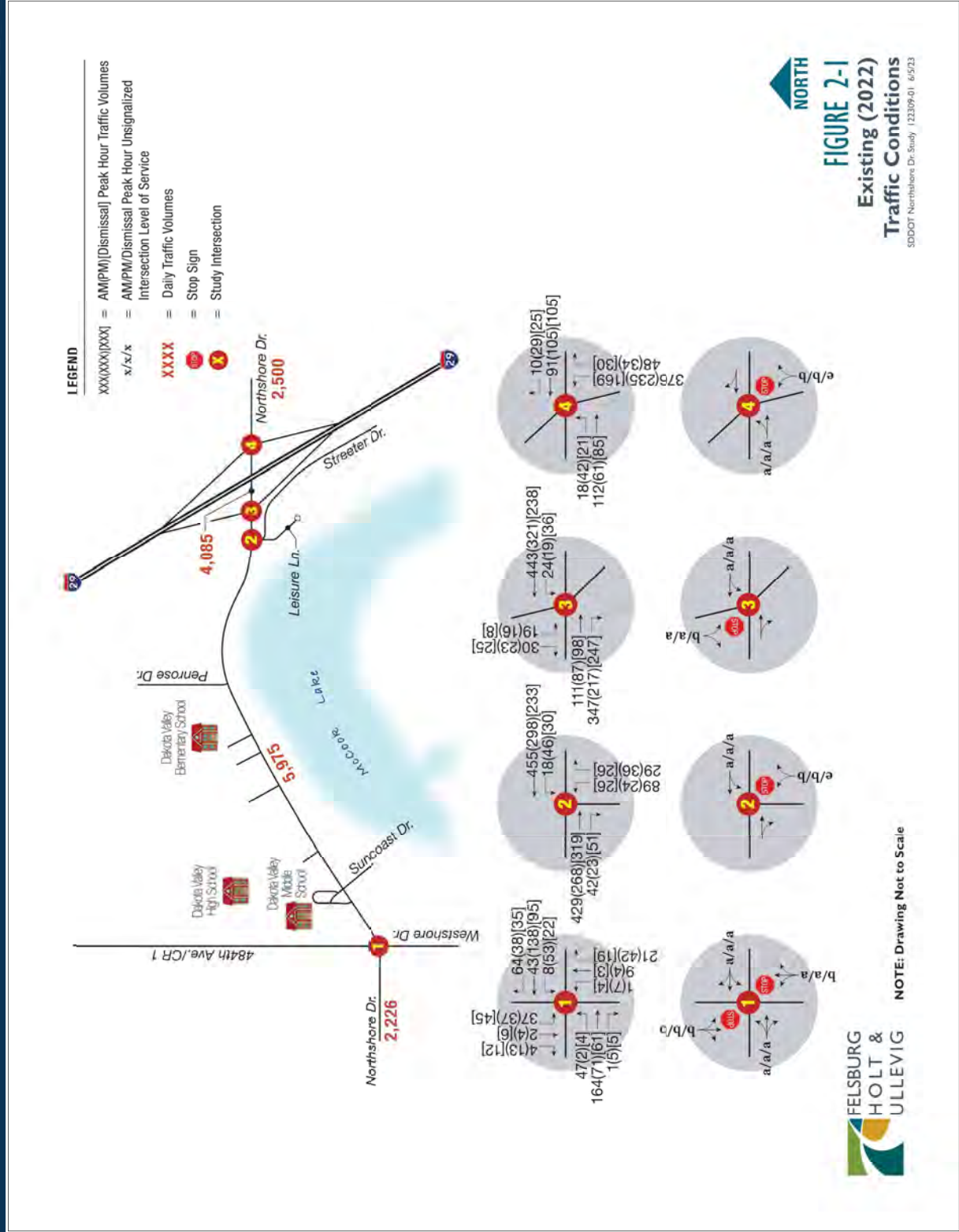


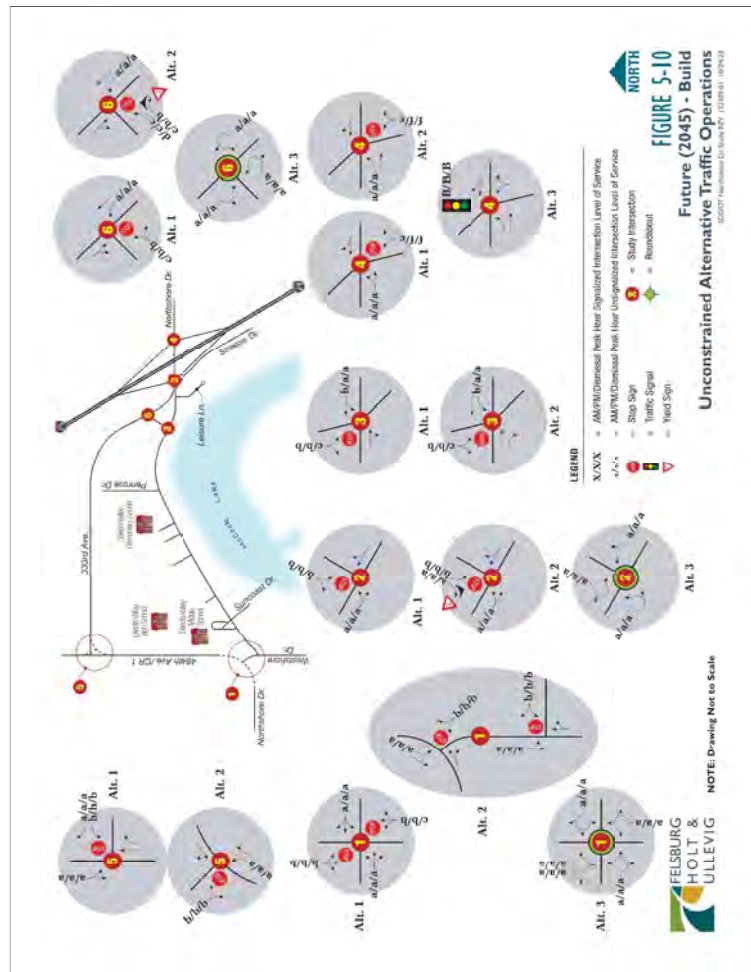
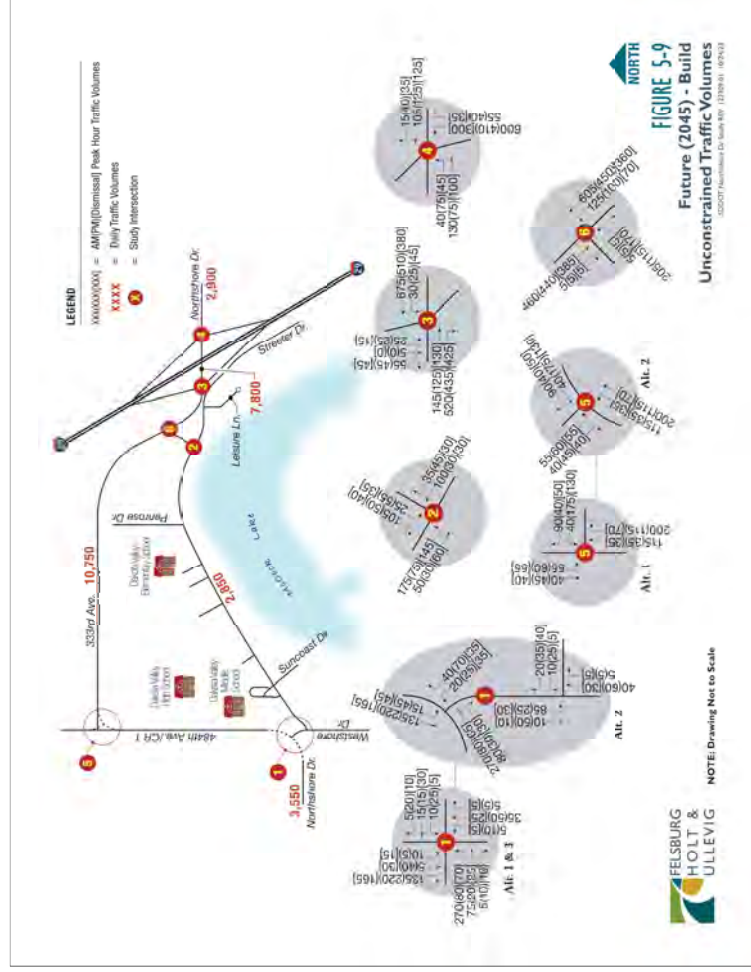
ALTERNATE
OVERVIEW





FILE Location: S:\Projects\2023\12127 - Northshore Drive Bypass\North Shore City\Revised\Proposed Bypass\Map\12127 - Alternate Viewpoint-A1.mxd Date: 10/30/2023 10:11 AM







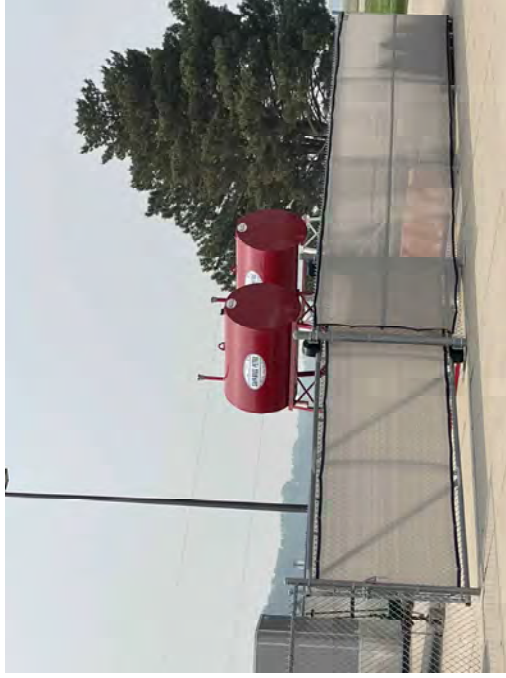
Typical Section

Northshore Bypass | North Sioux City, SD



Environmental Reviews:

- Wetlands and Waters of the U.S.
- Regulated Sites/Hazardous Materials
- Threatened and Endangered Species
- Floodplains and Drainage
- Cultural Resources and Historic Sites
- Recreational Resources - Sec. 4(f)
- Prime Farmland



Website Submissions:

1. Date: 1/28/2023

From: [REDACTED]

Hi,

This bypass is a great idea, this will alleviate a large amount of traffic from Northshore Drive, Northshore Drive is an residential area with young families and driveways trying to access Northshore Drive, from a safety factor this is unmeasurable and very much appreciated by residents who live on Northshore Drive.

Please do not let a couple land owners derail this project.

Thank You

2. Date: 3/17/2023

From: [REDACTED]

My wife and I own [REDACTED] and are concerned about the amount of land it appears you are proposing to take over with the road. I know this is just a drawing, so I would like to discuss further. Our business has over 50 people a day come in and out of our property. Many of them twice a day. We want to be part of the solution but appear to be the only business impacted directly by the road. Thank you for your consideration. My cell is [REDACTED].

3. Date: 7/23/2023

From: [REDACTED]

I live at [REDACTED] at the intersections of Streeter Drive and Northshore Drive, and while your illustration and narrative of the proposed bypass is fine, neither tell me if I'll have access to the Interstate as I now have. Nor does it state or illustrate whether or not Northshore will be closed off to traffic at the intersection of Streeter Drive and Northshore. I think if your narrative and illustration on the website clarified this, it would eliminate a lot of confusion among residents around here. Your advise on this to me as well as posting on the website will be greatly appreciated.

4. Date: 10/31/2023

From: [REDACTED]

Thanks for the opportunity for some public input, I hope to see Option 2 implemented, current Northshore Dr must be relieved of all current traffic and future traffic projections. Current Northshore Dr was not designed for the traffic load it carries now, let alone what it will see in future.

Thank You for your time.

5. Date: 11/1/2023

From: [REDACTED]

The bulk of the traffic on NorthShore is to access the elementary and middle schools. How will the new road change that when access to both schools is still on NorthShore?

The second most bulk of traffic is to access the high school from NorthShore. Will that entrance to the HS be closed? If not, how will the new road change that? We could not expect a high school student to take the long way around if the front remains open.

Lastly, the bulk of the traffic on NorthShore comes from East or South of exit 4, not from the West. How will this plan change that traffic if exit 4 remains open to NorthShore?

Thank you for clarifying.

[REDACTED]

6. Date: 11/1/2023

From: [REDACTED]

I firmly believe that this project on the Bypass around the Northside of the school district is long overdue. I graduated from DV in 2013 and the traffic situation appears to only have gotten worse (my daughter is in Kindergarten now at DV). I also operate as an emergency responder for the area and attempting to respond to areas West of the school district during the peak hours in the morning and afternoon can be very treacherous (due to the amount of traffic and lack of space for them to yield to emergency vehicles). This places us (the fire and EMS crews) and the public at an increased risk for harm. This bypass has potential to alleviate and mitigate some of the risks when responding lights and sirens to an emergency West of the school district.

I hope that this project will receive the greenlight to move forward as North Sioux is only going to continue to grow (and the school district with it).

7. Date: 11/9/2023

From: [REDACTED]

We are in favor of the Northshore bypass Project to lessen the congestion at times on No Shore Dr of McCook Lake SD. Most of our concern is for the safety of the students coming and going to school at Dakota Valley. We have spent 15 minutes waiting and trying to go 5 blocks to get by the school at the end of the school day. Either plan 1 or 2 would seem to be the logical solution for these matters of safety and just for the flow of traffic through this area.

8. Date: 11/11/2023

From: [REDACTED]

Options 2 and 3 appear to be the only reasonable choices. Option 2 allows for more separation from the school property, and allows for possible future school expansion.

9. Date: 11/13/2023

From: [REDACTED]

Question/Concerns

1) Of the "3" options reconstruction of North Shore, with minor impact to mostly the school, seems more logical. 3 lanes throughout the length of school's frontage seems very possible along with turning lanes for traffic coming from the interstate. Most of this approach could still leave the bike/walk path untouched.

2) Wasn't these proposed bypass options where flood waters were being directed when I 29 McCook Lake exit was sandbagged shut? I understand that the levy gave way further north so the plan was never fully activated but - seems like an odd place to dump any more money.

3) I'm certainly for community growth but with Iowa working toward their change in income tax structure where will the growth come from? If there is other factual information to support the increase in traffic by 100% it would be helpful to have that information so we can all understand what's driving the project. Which direction is the growth projected to be originating? Traffic backups on the I29 off ramp as morning class approach. Is that overpass going/should be an issue that needs addressed as well? If we just move the bottle neck back down the road what has been accomplished?

10. Date: 11/13/2023

From: [REDACTED]

The only rational decision is for the 4th option, Northshore Dr remain as-is, be accepted because of the exorbitant amount of tax dollars being spent to resolve a problem that doesn't exist. The stated purpose of the project is to "get the traffic off Northshore Dr". Why, what's wrong with the traffic on Northshore Dr? It's been there for decades, and the amount of traffic hasn't changed for more recent years. Why is there suddenly a \$24,000,000+ need to get traffic off Northshore Dr? The answer is there isn't.

Safety and development have mentioned as reasons for the realignment, but facts do not support these claims. Reportedly there have been 21 accidents in the past 5 years, and that does not support this cost and I would like to know where along Northshore the accidents

occur. I suspect most are at the intersection of Streeter Dr and Northshore. And when asked about what specific future developments, none have been given to substantiate the claim. There is a perceive safety issue and a perceived development opportunities, but none exist.

The perceived safety issues are due to the the City of North Sioux City not enforcing their regulations allowing property owners to park along Northshore to park, install driveways across their entire lot or have multiple driveways and build structures to close to the street. Furthermore, there are too many egress/exit drives to the Dakota School parking lots. This issue of safety is a perception due to the amount of cars parked along or near the Northshore infringing on the roadway, the number of drives from the school's parking lots.

The preferred option 1, doesn't remove school traffic from Northshore Dr. All access to the Dakota Valley schools is still coming off the existing Northshore Drive. It seems this project Sen Rounds found ear-marked funds for is being used for special interests and not for the purported reasons stated to justified the request.

The estimates prepared for the 3 options should not be considered because they are not accurate. Alternate Alignment 3, rebuilding Northshore Dr, is estimated to be over \$60 million dollars. However the same roadway cross-section was used which is not what will happen if Northshore were to be rebuilt. There is ample room for Northshore Dr to be rebuilt with a turning lane into the schools without disturbing the properties along Northshore Dr.

The January 23, 2018 Report Study that SDDOT sponsored and paid 80% of the study costs with the City of North Sioux City and Dakota Dunes each paying 10% recommends installing a right-hand turning lane on Northshore Dr and a roundabout at the intersection of Northshore and Streeter Dr. At that time, the City of North Sioux City supported these recommendations. Why isn't this being the preferred option, and what has changed since then? Why isn't this study being used and instead a study has been done including a traffic study? There are a lot of tax payer dollars being spent for what benefits?

I request additional open house meetings be scheduled allowing for more input to be given, questions be asked and more oversight be made for the need for this project.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

11. Date: 12/6/2023

From: [REDACTED]

Would you please send me the minutes of all meeting on this project along with pdfs of all associated charts/graphs associated with the minutes

Thanks
[REDACTED]

12. Date: 3/17/2024

From: [REDACTED]

In general, we are in support of the bypass to the north of our campus because it will provide an alternate route for our community to the west of I-29 past the district buildings, during emergencies and arrival/dismissal of school and school events. I do believe there are details to work out, among them: 1) traffic control on the north access road into our campus is a must for the safety of our patrons; 2) connecting the north access road round-a-bout to the south access round and Northshore Drive for emergency vehicle access; 3) access roads off of Westshore Drive for deliveries, etc. These items can be worked out as we work through our campus master plan for the future, which we are currently doing. If you would like to visit with me further, please do not hesitate to reach out.

Comments

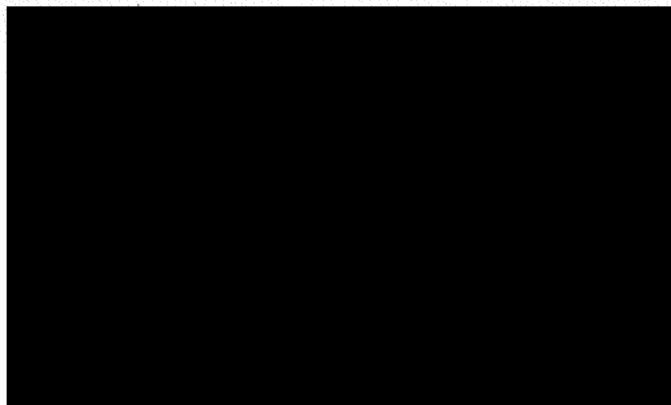
10-30-23

First, goals of the project on website state Bypass project is to alleviate traffic and safety concerns along Northshore Drive. Show me the validity of these concerns, i.e. number accidents, etc driving this. The 2018 Study by HDR out of Omaha stated no increased safety concerns but did site school traffic congestion with suggestions for alleviation of those issues without construction of separate bypass. Show me why doing nothing is not an option.

If there are increased incidents at what level and where are they located on Northshore? Are there truly major concerns or just pressure by adjacent homeowners to get traffic off of Northshore? If capacity is the issue why not expand the existing corridor? There is space that can be utilized along the north side of Northshore itself. The current roadways and access have always been there. Current traffic issue relative to school drop off and pick up 20 minute window twice a day during school year. Show me why expansion/ repair of Northshore combined with improvements of the internal school circulation of traffic flow on the schools campus itself not a better option and what adjustments to Northshore can be made to restrict school axis and alleviate traffic issues?

Initial estimate and money secured for proposal \$17 million and now due to increased costs projected to be more like \$30 million by the time the project is completed. But it is known Northshore itself needs redone and I've been told by the city manager that this would be done after the bypass is completed and unknown additional cost. Show me why expansion of Northshore combined with inter-campus adjustments of traffic alone to accomplish concerns of traffic flow and safety is not a better economic and overall better solution. Is the bypass proposed just an easier solution using open space rather than making the necessary improvement to what already exists when Northshore needs fixed anyway. Is there some substantiated Development plans not yet made public driving this project?

Show me what measures are considered in the safety issues regarding the new bypass proposal. Current : "road diet" strategies to reduce number of lanes and speed for increased safety. Substantiated that when lanes are wider, people drive faster and proposal for 3 lane (2 lane with left turning lane) along with curb and gutter and sidewalks both sides for right of way of 110' excessive and unnecessary infringement on property owners and associated reduced safety. Already speeding on Northshore and if widen street with proposed curves will be even worse and likely causation increased safety issues.



November 13,2023

OPPOSITION COMMENTS ON PROPOSED MIKE ROUNDS NORTHSHORE BYPASS

I am opposed to the the Mike Rounds Northshore Drive Bypass proposals presented at the recent public comment presentation held Monday October 30, 2023 at the Fire Station in North Sioux City as the cost estimates by the time of construction are predicted to be well over 24 million dollars (\$17 million earmarked fed dollars) placing financial burdens on residents of North Sioux City. Also it does not alleviate the primary traffic issue of school traffic, particularly at the elementary school and it does not address the right of way encroachment/violation issues along Northshore Dr. which is part of the perceived safety concerns presented. City and County residents should be informed of the cost of the elaborate renderings of proposals with an over designed 2 lane road construction with a 14' wide center median/ turning lane decked out with trees, not to mention bike lane on either side with corresponding green space and sidewalks for a total of 110' width. It was pointed out at the City Council meeting 11/6/23 that this proposed bypass road is more elaborate than Dunes Boulevard. Similarly over designed proposals for River Drive and Military Road for have not proceeded forward. Furthermore there has been nearly complete lack of transparency throughout the process. Land owners who would be impacted only recently have been contacted regarding proposals.

Justification for the project has been touted as to alleviate traffic safety issues but traffic study information presented disclosed a total of 21 minor accidents that have occurred over the past 5 years (4.2 per year) on Northshore Drive. Furthermore the traffic study demonstrated traffic volume of up to 6000 vehicles per day BUT 4000 of those according to the engineering staff present were estimated to be school related occurring during two 15-20 minute windows of drop off and pick up times roughly from 8 to 8:20 am and 3:10 to 3:30 pm and primarily occurring due to the elementary school traffic.

The Dakota Dunes/ North Sioux City Planning study released in 2018 proposed Alternative 14 to improve Northshore Drive to a 3-lane section due to the turning traffic and number of driveways, assuming the Dike road alternative was not constructed. Final recommendations of creating a roundabout at the intersection of Streeter Drive and Northshore along with turning lanes into the school to help with traffic issues and this was endorsed by the City Council at the time. North Sioux City Administrator Christiansen has acknowledged to me in person the need for improvements/ repairs/ possible replacement of Northshore Drive itself leading to additional cost to taxpayers.

An article in the Sioux City Journal "Traffic study to help North Sioux, Dakota Dunes plan for future growth" by Ian Richardson on Jan 16, 2017 highlighted the joint venture between North Sioux City and Dakota Dunes of a traffic study to provide comprehensive analysis of 29 intersections affecting the two communities. One area of focus being Northshore Drive near the Dakota Valley school buildings. North Sioux City Administrator, Ted Cherry said "Making sure that we're properly prepared to help with those traffic flows and making sure traffic is moving in a responsible manner is the approach that North Sioux is taking".

Dated January 23, 2018 the Dakota Dunes/ N. Sioux City Planning Study, Operations Analysis and Recommendation Study Report was released. The executive Summary recommendations regarding Northshore Dr. over the short to mid term(5-15 years) was to construct turn lanes on Northshore Dr to

reduce queuing and improve operations at school driveways. The long term recommendations (15-25 years) was to reconstruct Northshore Dr. as a 3 lane OR construct new street along the north side of schools to connect to exit 4. Page 26, recommendation #14 was to improve Northshore Drive to a 3 lane section due to the turning traffic and number of driveways assuming the Dike road alternative was not constructed.

Historical background of Northshore Drive lies in being a maintained County Road . Some of those properties now have large homes with encroachment into right of way of Northshore Dr. that during times of school drop off and pick up can be difficult to back out onto the street. At the time of the building of the new High School and the school's desire for an additional driveway off Northshore (they already had 5) and the county's requirements for minimum distances between driveways, the City of North Sioux City negotiated with the county to take possession of that portion of the county road. The City of North Sioux City was paid to acquire it and now maintains it and allowed for the new driveway into the school property.

It has been acknowledged by representatives of Stockwell Engineering, the cities engineering firm as well as the SDOT's choice for study that Northshore Drive itself needs repair/ replacement and that there is room on the north side of Northshore to allow for a turning lane into school properties to alleviate traffic back up.

Fiscal efficiency and responsibility would be to follow through with the recommendations from the planning study to create turning lanes for the school traffic and address Northshore Drive at the same time as there is room along the north side of the street to accommodate that. Also possibilities of improved elementary school traffic via on school property itself appear to exist. Perhaps Senator Rounds could aid in re-appropriation of the \$17 million toward Northshore Drive improvements with turning lanes instead of entirely new road that will not remediate the elementary school traffic and will not address the need for Northshore itself to be fixed with its right of way driveway issues.

Sincerely,

A black rectangular redaction box covering the signature and name of the sender.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass

November 13, 2023 1:00 PM



NAME:

ADDRESS:

COMMENTS:

Please connect Penrose Dr
to by-pass



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass
23 | 5:00 PM



NAME:

ADDRESS

COMMENTS:

Lakeshore - Street Drive, &
all access Interstate. Traffic
is all being routed to by-pass before
accessing Interstate which will cause
more a bottle neck at B1.



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass
October 30, 2023 | 5:00 PM



NAME:

ADDRESS:

COMMENTS:

The Further North route (A2) is
definitely preferred. The Further North
the better. And nobody wants
Penrose to ever be a through connecting
road North.



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass
October 30, 2023 | 5:00 PM



NAME:



ADDRESS:

No Sioux City SD

COMMENTS:

I don't want Penrose to become a thru street as it would cause me to lose all my trees and Penrose isn't able to handle the traffic. Option 2 where it goes farther from the houses on Penrose is a better option.



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass
October 30, 2023 1:50:00 PM



NAME:



ADDRESS:

McCook Lake

COMMENTS: Prefer route Alternative 2. Route #1 is very close to ballfields and end houses on Penrose. We don't want Penrose as a through street,



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

COMMENT CARD

PUBLIC MEETING

Northshore Bypass
October 30, 2023 | 5:00 PM



NAME:

ADDRESS:

COMMENTS: No roundabouts please.
May want to consider using asphalt
alternative to concrete when project
goes to bid.



Email comments to info@stockwellengineers.com
or mail to address on back of this card by November 13, 2023.

Public Engagement Update
September 12 – October 12, 2024
Public Involvement Materials

Additional public involvement included a public engagement update of the status of the project with a 30-day comment period beginning on September 12 and ending on October 12, 2024. Updated project information was provided via a mailer, a public announcement, and website updates. The purpose was to inform the public of project updates to scope and schedule; present a draft Purpose and Need; and note the potential for impacts to Section 4(f) resources. The purpose was also to coordinate with the public to consider feedback when making project decisions. The public was invited to submit comments via the project website, www.NorthshoreBypass.com.

Northshore Drive Realignment (Bypass) EM 8064(32), PCN 097K

LOCATION: The project is located north of McCook Lake in northwest North Sioux City and is bordered on the west by Westshore Drive and Interstate 29 (I-29) on the east. The project is in the Siouxland Interstate Metropolitan Planning Council (SIMPCO). The project termini are located at the east and west ends of the segment of Northshore Drive that has been determined to have a Level of Service (LOS) below the acceptable level for both existing and future traffic conditions.



PURPOSE AND NEED: The primary purpose of the project is to accommodate future mobility in North Sioux City by reducing expected roadway congestion along Northshore Drive between Westshore Drive and I-29/Streeter Drive. A secondary purpose is to fulfill the funding requirements for the project.

The primary need for the project is to reduce congestion and achieve an acceptable LOS along Northshore Drive. An acceptable LOS is defined as LOS B or better. LOS are described with a letter designation of A, B, C, D, E, or F, with LOS A representing uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. The South Dakota Department of Transportation (SDDOT) identifies LOS B as the acceptable threshold for Minor Arterials and Collectors streets.

The secondary need for the project is to fulfill the funding requirements for the project. As part of the 2022 Federal Omnibus Bill, the City was granted funds through congressionally directed spending under the Transportation, Housing and Urban Development, and Related Agencies appropriations bill. The funds were provided to complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive between Westshore Drive and I-29/Streeter Drive. The below table includes average daily traffic (ADT) volumes and LOS for Northshore Drive in 2022, 2025, and 2045.

TRAFFIC VOLUMES:

Location	2022 ADT	2022 LOS	2025 ADT	2025 LOS	2045 ADT	2045 LOS
Northshore Drive (Westshore Drive to Streeter Drive)	5,975	C	6,100	C	6,500	D

SCOPE OF WORK: The proposed project involves constructing a new road to bypass Northshore Drive. The goals of this project are to alleviate traffic and safety concerns on Northshore Drive and provide necessary utilities to the surrounding area to meet the needs of North Sioux City. The project improvements are expected to include new concrete surfacing, curb and gutter, storm sewer, water main, sanitary sewer, and lighting.

CONSTRUCTION SCHEDULE: Construction is expected to begin in 2026 at the earliest and will be completed by the end of 2028 at the latest.

ACCOMMODATION OF TRAFFIC: During the construction of the new bypass road, traffic will continue to use the existing Northshore Drive. The connections of the new bypass road to the existing Northshore Drive will be phased and will interrupt traffic flow and access to adjacent properties.

RIGHT-OF-WAY: The project will require the acquisition of property, including new right of way (ROW), control of access (CA), permanent easements (PE), and temporary easements (TE). If your property is impacted by this project, you will be contacted by a representative once the project footprint has been established.

POTENTIAL IMPACTS: Potential impacts to environmental resources are being evaluated as part of an Environmental Assessment to comply with the National Environmental Policy Act (NEPA). Resources reviewed include but are not limited to cultural resources (archeological and historic structures), wetlands and water resources, hazardous materials, farmland, threatened and endangered species, and noise. Impacts to recreational properties, wildlife management areas, and other properties protected under Section 4(f) of the United States Department of Transportation Act of 1966 are also being evaluated. For example, the recreational trail near the eastern terminus is a Section 4(f) property.

NEXT STEPS: Upon completion and approval of the Environmental Assessment by the Federal Highway Administration, the public will be invited to review and comment on it.

ESTIMATED COST: The cost of the proposed project is \$21,400,000 and will be funded by federal and local funds.

PUBLIC COMMENT: The public is encouraged to comment on this proposed project between September 12 and October 12, 2024. Please submit comments at www.NorthshoreBypass.com or to.

PROJECT INFORMATION: Information regarding the proposed project is at www.NorthshoreBypass.com. For those without internet access, information may be obtained through the contact above or at City Hall, 504 River Drive, North Sioux City, South Dakota.



South Dakota Department of Transportation

Notice of Public Comment Period

Northshore Drive Realignment

EM 8064(32), PCN 097K

LOCATION: The project is located north of McCook Lake in northwest North Sioux City and is bordered on the west by Westshore Drive and Interstate 29 (I-29) on the east. The project is in the Siouxland Interstate Metropolitan Planning Council (SIMPCO). The project termini are located at the east and west ends of the segment of Northshore Drive that has been determined to have a Level of Service (LOS) below the acceptable level for both existing and future traffic conditions.

PURPOSE AND NEED: The primary purpose of the project is to accommodate future mobility in North Sioux City by reducing expected roadway congestion along Northshore Drive between Westshore Drive and I-29/Streeter Drive. A secondary purpose is to fulfill the funding requirements for the project.

The primary need for the project is to reduce congestion and achieve an acceptable LOS along Northshore Drive. An acceptable LOS is defined as LOS B or better. LOS are described with a letter designation of A, B, C, D, E, or F, with LOS A representing uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. The South Dakota Department of Transportation (SDDOT) identifies LOS B as the acceptable threshold for Minor Arterials and Collectors streets.

The secondary need for the project is to fulfill the funding requirements for the project. As part of the 2022 Federal Omnibus Bill, the City was granted funds through congressionally directed spending under the Transportation, Housing and Urban Development, and Related Agencies appropriations bill. The funds were provided to complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive between Westshore Drive and I-29/Streeter Drive. The below table includes average daily traffic (ADT) volumes and LOS for Northshore Drive in 2022, 2025, and 2045.

TRAFFIC VOLUMES:

Location	2022 ADT	2022 LOS	2025 ADT	2025 LOS	2045 ADT	2045 LOS
Northshore Drive (Westshore Drive to Streeter Drive)	5,975	C	6,100	C	6,500	D

SCOPE OF WORK: The proposed project involves constructing a new road to bypass Northshore Drive. The goals of this project are to alleviate traffic and safety concerns on Northshore Drive and provide necessary utilities to the surrounding area to meet the needs of North Sioux City. The project improvements are expected to include new concrete surfacing, curb and gutter, storm sewer, water main, sanitary sewer, and lighting.

CONSTRUCTION SCHEDULE: Construction is expected to begin in 2026 at the earliest and will be completed by the end of 2028 at the latest.

ACCOMMODATION OF TRAFFIC: During the construction of the new bypass road, traffic will continue to use the existing Northshore Drive. The connections of the new bypass road to the existing Northshore Drive will be phased and will interrupt traffic flow and access to adjacent properties.

RIGHT-OF-WAY: The project will require the acquisition of property, including new right of way (ROW), control of access (CA), permanent easements (PE), and temporary easements (TE). If your property is

impacted by this project, you will be contacted by a representative once the project footprint has been established.

POTENTIAL IMPACTS: Potential impacts to environmental resources are being evaluated as part of an Environmental Assessment to comply with the National Environmental Policy Act (NEPA). Resources reviewed include but are not limited to cultural resources (archeological and historic structures), wetlands and water resources, hazardous materials, farmland, threatened and endangered species, and noise. Impacts to recreational properties, wildlife management areas, and other properties protected under Section 4(f) of the United States Department of Transportation Act of 1966 are also being evaluated. For example, the recreational trail near the eastern terminus is a Section 4(f) property.

NEXT STEPS: Upon completion and approval of the Environmental Assessment by the Federal Highway Administration, the public will be invited to review and comment on it.

ESTIMATED COST: The cost of the proposed project is \$21,400,000 and will be funded by federal and local funds.

PUBLIC COMMENT: The public is encouraged to comment on this proposed project between September 12 and October 12, 2024. Please submit comments at www.NorthshoreBypass.com.

PROJECT INFORMATION: Information regarding the proposed project is at www.NorthshoreBypass.com. For those without internet access, information may be obtained through the contact above or at City Hall, 504 River Drive, North Sioux City, South Dakota.

Date of Publication: September 12, 2024.



HOME

OVERVIEW

SCHEDULE

UPDATES

CONTACT US

DOCUMENTS

Have questions or comments?

[Click Here to Comment](#)

NORTHSHORE BYPASS

PROJECT INFORMATION SITE

NORTH SIOUX CITY, SOUTH DAKOTA



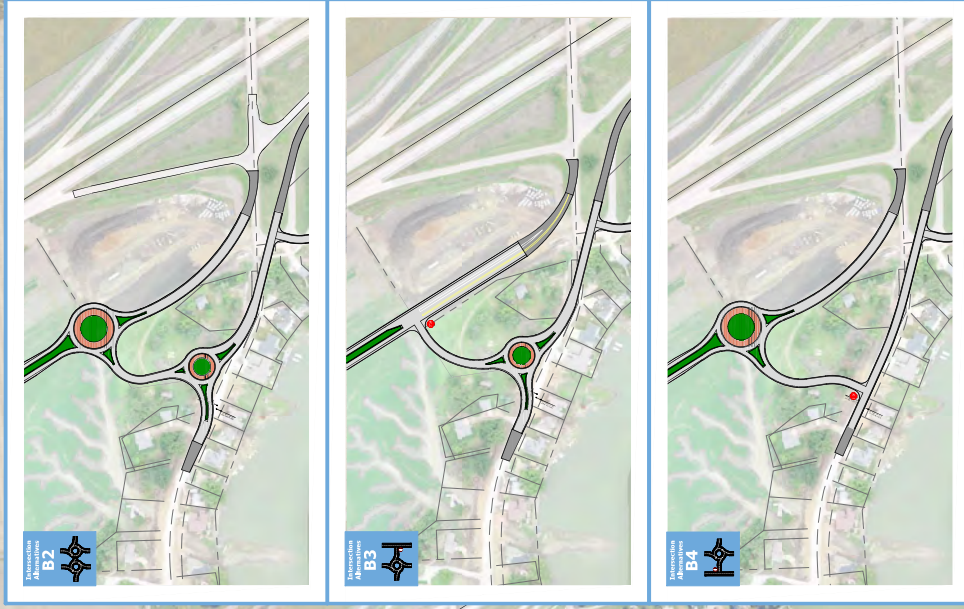
NOTICE OF PUBLIC COMMENT PERIOD

The Public is encouraged to comment on this proposed project between September 12 and October 12, 2024. Please submit your comments using the Public Comment form on this website which can be found at the bottom of the page or by clicking the button below.

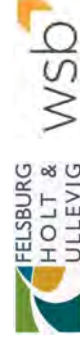
[Click Here to Comment](#)

To view the Project Update Letter [CLICK HERE.](#)





Alternate Overview Northshore Bypass



File Location: S:\Projects\2023\121227 - Northshore Drive Redesign\Draw - Stockwell\Drawings\0001 - Main.dwg Plot Date: 9/11/2024 5:03 PM

9/11/2024 SE#21227

December 18, 2024

Re: Northshore Drive Bypass Public Comments
North Sioux City, South Dakota

Thank you for being engaged and providing your feedback on the Northshore Drive Bypass project. We received 30 individual comments between September 12, 2024 and October 12, 2024. We are providing individual comments and responses for review on the website. To protect the privacy of those who submitted comments, we are only providing the comment(s) and response(s).

General Response

Several of the comments received contained similar themes or regarded similar aspects of the project. The following are general responses that apply to these types of comments.

1. Support for the project.

Response: Many commenters expressed support for the project as they noted traffic and safety concerns they have personally observed. Congress provided the funding for the project to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off the existing Northshore Drive due to poor visibility and safety issues on the existing road. The project is expected to improve traffic flow and safety in the project area for vehicles and pedestrians.

2. Concerns with roundabouts.


Response: For due diligence, multiple alternatives are analyzed to evaluate the costs and benefits of various intersection configurations. Roundabouts were one of the intersection alternatives considered at various project intersections. However, based on the recommendations of the Northshore Drive Realignment Alternatives Analysis, no roundabouts are recommended to be carried forward into project development. The Northshore Drive Realignment Alternatives Analysis Report will be posted on the project website.

3. Support for widening the existing Northshore Drive (Alternative 3).

Response: The National Environmental Policy Act (NEPA) analyses are required to rigorously explore and objectively evaluate all reasonable alternatives. Alternative 3 proposes to widen approximately 1 mile of the existing Northshore Drive located between Interstate 29 (I-29)/Streeter Drive on the east and Westshore Drive/484th Avenue on the west to provide additional capacity on the roadway. Alternative 3 would result in the longest travel time of the three alternatives. Additionally, it would be anticipated to have a greater property impact than the other alternatives. These impacts would be due to the high number of residences along the south side of Northshore Drive that would be impacted from a widening project resulting in the potential for numerous residential relocations and a higher cost of construction. The construction cost for Alternative 3 is anticipated to be triple that of the other two alternatives. Under NEPA, alternatives must meet the purpose and need for the project. Part of the purpose and need is to fulfill the congressionally directed spending requirements which was granted to create a bypass to route traffic off the existing Northshore Drive. Based on the recommendations of the Northshore Drive Realignment Alternatives Analysis, Alternative 3 would not be carried forward into more detailed NEPA analysis. The Northshore Drive Alternatives Analysis Report will be posted on the project website.

4. Future flooding of McCook Lake and Deer Run.

Response: Several commenters wondered if this project would be an opportunity to add flood protection for this area. Several other commenters expressed concerns that the project would shift flood waters elsewhere and possibly worsen future flood damage. The U.S. Army Corps of Engineers (USACE) operates a flood emergency plan for the Big Sioux River that involves construction of a temporary levee at Exit 4 to divert



flood waters into McCook Lake, which was implemented in June of 2024 during a 1,000-year flooding event. Congress funded the Northshore Realignment project to complete a realignment, bypass project that would route farm, school, and residential traffic from west of McCook Lake off the existing Northshore Drive. Flood control is not an intended purpose of the project and attempting to use the project as flood control would interfere with USACE flood emergency plans and could have unintended consequences by shifting flood waters. The proposed Northshore Realignment project does not propose any changes that would worsen or improve flood conditions in the project area.

5. More opportunities for public comments.

Response: A public information meeting will be held to present the findings of the Environmental Assessment (EA). A 30-day public comment period will be provided following the release of the EA to the public and public agencies. The Federal Highway Administration (FHWA) will take into consideration all verbal and formal comments received during the comment period in determining whether the project will or will not result in significant social, economic, and environmental impacts.

Individual Response

Comment 1

I would respectfully encourage this project to move forward as expeditiously as possible. This project is vital to improving safety and traffic flow around the Dakota Valley School District. The traffic and safety issue has been a concern for many years. This project represents an opportunity to address a long-term, concerning safety issue in North Sioux City and the Dakota Valley School District. I write this as a parent of two DV students and the husband of a DV teacher. I am not representing the district, but I am also a school board member and someone who wants to see the community move forward in the right direction. Thank you.

Response

Please see the general response and the response to theme 1.

Comment 2

I am the father of three former students of Dakota Valley, I've had firsthand experience driving along Northshore Road for years, whether dropping off and picking up my children or attending sporting events (Purple Panthers, etc.). From my perspective, the current roadway is simply not suitable or safe for the volume of traffic it handles. As a licensed engineer, I can say the road has several issues, including inadequate width, a lack of turn lanes, poor drainage, clear-zone obstacles, and limited sight distance on curves. Frankly, I am surprised there haven't been more accidents. I fear it's only a matter of time before more serious incidents occur. Relocating traffic to the north is an excellent idea. I strongly support this plan, not only for improving traffic and pedestrian safety but also for facilitating the growth of our community in the areas north of the school.

Response

Please see the general response and the response to theme 1.

Comment 3

Great idea...take some traffic pressure off Northshore and at the same time make it more efficient to get in and out of the Dakota Valley school parking lots.

Response

Please see the general response and the response to theme 1.

Comment 4

I am pleased to see that the traffic situation along Northshore Drive is finally being addressed, as it has been a much-needed improvement for the school traffic in the area. However, if I am interpreting the map correctly and roundabouts are being proposed, I have some concerns. Given the high-speed driving habits of many high school students, I worry that implementing roundabouts may increase the risk of accidents rather than mitigate them. As a parent with a child who has attended the Dakota Valley School District since kindergarten, I have long believed that a dedicated road for school traffic around the campus would be a safer and more effective solution.

Response

Please see the general response and the responses to themes 1 and 2.

**Comment 5**

There needs to be more public meetings on this!!!!!!!!!!!!!!

Response

Please see the general response and the response to theme 5.

Comment 6

There needs to be more public meetings!

Response

Please see the general response and the response to theme 5.

Comment 7

I feel option 1 is the best one. Northshore Dr should stay as it is gated for residents only. Northshore isn't wide enough for 3 lanes.

Response

Please see the general response and the response to theme 1.

Comment 8

It is my understanding the Bypass is approved north of the school. That makes the most sense. Safer for residents and students/athletes who walk/run to school. Totally vote for the Northshore bypass to be north of the schools as planned all along. Thanks!

Response

Please see the general response. The preferred alternative has not been identified.

Comment 9

Is the curve needed going toward wynstone with the future projected numbers on that road. Current traffic numbers include cars coming from the high school parking lot that come out onto northwestshore drive and then would have gone up northshore. With the bypass around the school most cars will head up that east to the interstate so it seems that money could be saved by the city to leave north westshore a county road and still achieve all goals.

Where would the driveway to my business be safely and efficiently located in the curve option?

How Is the city going to maintain this large addition of sidewalks and green space.

It's my understanding that the sidewalk size determines whether the city or landowner would have to maintenance and provide snow removal. This comes with an increased liability to my business on having to maintain a sidewalk and falls that may occur.

The construction of this road is going to affect my business and clients. What processes are in place to make sure that I have access to my business, to keep loud noises down that will affect the dogs in my care, debris dust etc that may end up on my land/in my yards that may be a hazard to animal care?

The current detour has brought many speeding violations to north westshore. What is the plan to maintain a safe speed on this road with the school playground right nearby as well as the many dogs coming and going from my business?

Response

Please see the general comment. The driveway location will be evaluated and determined during the final design. The city will need to determine who is going to maintain the sidewalk. Construction issues such as access during construction will be discussed and finalized during the final design. Law enforcement will be responsible for speed control.

Comment 10

The best option is to take the bypass north of the schools. This was the best plan all along and what the grant was approved for. Safer for students and residents to have the traffic off Northshore. Before the flood event and especially now. We need to protect young minds from seeing the devastation twice a day. Thank you!

Response

Please see the general response and the response to theme 1.

**Comment 11**

Love the idea for the bypass and general layout. It's much needed and is beneficial for the community. But would prefer not using all the roundabouts in the alternative options. Are there studies showing why/if those would be better than some straight roads and stop signs? But any bypass would be better than what we have now or before the flood.

Response

Please see the general response and the responses to themes 1 and 2.

Comment 12

The Northshore bypass is a great idea, the amount of traffic on Northshore has become a huge safety issue. Northshore was not initially designed for that traffic load. With the additions of the schools the amount of children frequenting Northshore is at a level where an alternate route needs to take place. Please do not let the opposition of a few people stop this Great project. Thank You

Response

Please see the general response and the response to theme 1.

Comment 13

I would hope the speed limit would be at least 45 mph. Am in favor of options A1, B1, & C1.

Response

Please see the general response and the response to theme 1.

Comment 14

With current state of flood damage, I feel that the major attention needs to be to repairing Northshore Drive and its infrastructure. Widening of the road with the appropriate sidewalks/bike paths would be much easier now than the several houses on the North side of Northshore and heavily damaged or gone. This would make more sense than making a new 4-5 lane road that is plagued with left-hand turns constantly being made by teenager drivers on a 45mph road. The funnel between two lanes between Wynnstone and the new bypass would only cause increased speeds on a road that is already difficult to manage speeds on between Deer Run and the Dakota Valley Middle School.

Response

Please see the general response and the responses to themes 1 and 3.

Comment 15

Option 2 seems like the obvious choice, especially after the flooding. As I'm sure you're aware, it is on mostly higher ground than option 1 or 3. This would make it ideal to incorporate as a lower level dike, with much less need for additional fill. In the event of another flood, this would allow the ability to direct a controlled amount of water to McCook Lake, with the overflow being directed to Mud Lake. Thanks for your consideration.

Response

Please see the general response and the responses to themes 1 and 4.

Comment 16

At the Sept 16th NSUX council meeting, we were told information on the Northshore Bypass project will be posted to this website such as the link to the Fed Register and documents submitted when the request for funding was made. Has anything been posted because I don't see anything. Really need it before the comment closure date, so we can review it.

Response

Please see the general response. These documents were posted on the website on 9/24/2024.

Comment 17

I don't think this project is going to work. I disagree about this project.

Response

Please see the general response

**Comment 18**

What will the bypass do for flood control for the residents of McCook Lake? Thanks for the good work on this project.

Response

Please see the general response and the response to theme 4.

Comment 19

Hi - the westside - A1 in my opinion is the only viable option since the other two will make it too easy to get to the interstate via Northshore - which will not move traffic to the bypass.

Response

Please see the general response and the responses to themes 1 and 2.

Comment 20

Hello,

If we again experience high water flows like this year's 2023 flood would the water flow be affected by the North Sioux Bypass project? Specifically, will future high-water flows be redirected towards nearby areas like Mud Lake or Lake Goodenough instead of McCook Lake?

There are several homes in proximity to these lakes, and any artificial alterations to water flow could risk damaging even more properties than the 2023 McCook Lake flood did. When the homes around Mud Lake and Lake Goodenough were built there was no flood plan in place that affected them.

Has there been a water survey conducted that assesses flood scenarios, taking into account the elevations of surrounding communities that could now be at risk of flooding?

Thank you.

Response

Please see the general response and the response to theme 4.

Comment 21

How will this road impact future flood plans from Big Sioux river. Does not make sense to flood another due to building a new road. Thank you. Concerned Deer Run resident.

Response

Please see the general response and the response to theme 4.

Comment 22

As a resident of Deer Run, I am wondering how this project will influence the future flood mitigation plans for the McCook Lake community, specifically Deer Run. Thank you.

Response

Please see the general response and the response to theme 4.

Comment 23

I live on Deer Run and I have no comment on the proposed road bypass, as it doesn't directly affect me (other than adding a few extra minutes to my commute). But I do have comments against diverting any potential flood waters to McCook Lake, or Mud Lake. We've been involved in 3 floods since 2011 and only had water in my house for 1 of those. It seems irresponsible for our leaders to agree to something that would put anyone's house in imminent danger, leaving them with no resources, help, insurance, etc. I have lived here for over 20 yrs., but my house should not be used as a pawn so that others might not get water as well.

Response

Please see the general response and the response to theme 4.

Comment 24

I feel that the original North Shore road needs to be fixed first with a turning lane for the schools. Then North Sioux City's FLOOD PROBLEM fixed before ANY Northshore bypass road is even started. North Sioux City's current flood plan of closing I-29 and diverting flood water onto their neighbors is on a 48-year-old plan that was a bad plan from the beginning. ANY bypass road around the back/North side of the schools with just channel more FLOOD water to the west ONTO YOUR NEIGHBORS. If another road is needed after that then build another I-29 interchange north of Exit 4 /



McCook Lake for the schools and change the school traffic route to that, and closing the current North Shore school traffic access. The north shore by pass should be the last thing that is done - NOT the first.

Response

Please see the general response and the responses to themes 3 and 4.

Comment 25

Summary Reasons for why Option #3 should be selected:

1. Financial. It allows the best use of the funds of \$17 million dollars to be spent wisely to achieve the reason the funding was appropriated for, which is "safety, visibility issues and Northshore Drive falling apart".
2. Financial. Since the east portion of Northshore is being rebuilt with FEMA money due to the flood devastation, using the \$17 million dollars in Federal funds for reconstruction of the west portion of Northshore, which has to be replaced, will significantly reduce the financial burden to North Sioux City. Options #1 and #2 will require North Sioux City not only to pony up the \$4,000,000 match for the new road but then also pay for the reconstruction of the remainder of Northshore from the elementary school west to Westshore.
3. Financial. All proposed designs are excessively grand (110' wide 3 lane boulevard with bike/sidewalks both sides) particularly since the future predictions of growth are variable and exactly just that... predictions, with one model forecasting roads will remain satisfactory LOS (level of service) in 2040 and another that says they won't.
4. Safety. Option #3 ensures the greatest "safety" of our children driving to school with lower speeds and less left hand turns as compared to traveling on highway design speed roads proposed in Options #1 and #2. With the reconstruction of Northshore, adding school turn lanes is the best option, particularly in the context of the opportunity provided in the wake of devastating flood damage.
5. Safety and LOS. Option #3 is the only option that improves safety and remediates traffic congestion to improve LOS at the two primary sites of congestion, the elementary and middle school entrances. Options #1 and #2, building a new road to the north, does absolutely nothing to alleviate the school traffic congestion at the elementary and middle school occurring twice daily during the 9 month school year.
6. Safety and LOS. Option #3 allows for the realignment of Northshore remedying the existing right of way and driveway issues causing safety concerns. The other 2 options do not address this at all.
7. Safety and LOS. Thru truck and farm traffic could be prohibited from Northshore permanently with designated truck traffic following the current detour route being used due to flooding damage to Northshore.
8. Future comprehensive planning. Option #3 makes the most sense from the standpoint of long range planning for North Sioux City. Guessing at placement of a new road north as in Options #1 or #2 may not coincide with SDDOT I-29 corridor study plans for Exit additions or changes. Also, Corps of Engineers study and flood map changes may be coming. North Sioux City expansion further north on both east and west sides of the interstate and how those areas could connect may affect road placement.

Response

Please see the general response and the responses to themes 3 and 4.

The formula for the federal funds is 81.95% federal and 18.05% local. For every \$10,000 spent, the federal portion is \$8,195.00 and the local match is \$1,805.00.

Stockwell and the city have coordinated with the South Dakota Department of Transportation on the potential relocation of Exit 4.

Comment 26

1. The chosen cross section for the potential bypass is unnecessary. I understand that we are planning for the future, but there isn't any evidence (especially after the flooding) that there will be development north of the new potential road. The focus should be on the goals of the project and not maximizing the amount of money spent.
2. Using safety concerns as a reason for the project without showing the potential safety issues of the new bypass seems to be very one sided. I would imagine there will be far more accidents per year on the new road than there ever has been on the current Northshore Drive as the speeds are higher and the road will be subjected to the elements more, especially during the winter months.
3. We don't feel it is necessary to take our land for a curve or roundabout for the project. The issue of volume on Northshore is predominantly from the south from Dakota Dunes and the southern portion of North Sioux City. Wynstone and Deer Run traffic is a small piece of the overall pie. If you are worried about truck and farm traffic on Northshore, restrict them from going on Northshore.
4. It is very concerning to me that the city council does not have more input on the project as long as it fits in the parameters of the funding. The residents of North Sioux City are going to pay for a portion of the project and any and all cost overruns, shouldn't their input matter?



5. It seems to me that more information should be shared in order for the public to comment appropriately. Spending more money and resources to just go through and fulfill the steps of the process without showing what the details of the proposed project are. By the time everything is available, it will be too far in the process to make any changes.

6. It is extremely discouraging being told that if we lived in city limits that our opinion would hold more weight. We employ multiple students and residents that live and go to school in North Sioux City. We spend money in North Sioux City and donate to the school. I just ask that all options are viewed in full and not just stick to what has been preferred from the beginning. We are not the same community from when this project started.

Response

Please see the general response. The city selected the typical section during the November 4, 2024 city council meeting. Stockwell presented four typical sections, which are summarized in the below table and attached to these comments. The city council approved Typical Section B, without sidewalk on the north side of the road.

Typical Section	Right of Way Width (ft)	Median	Curb and Gutter	Section Type
A	110	Landscaped	Yes	Urban
B	110	Concrete	Yes	Urban
C	110	None	Yes	Urban
D	150	None	No	Rural

Comment 27

The website description of the Northshore realignment/bypass project on the website is misleading in that it states it is to make a new road to bypass Northshore when it also allows for option #3 which is the reconstruction of Northshore to achieve the goals of safety and congestion.

Response

Please see the general response and the response to theme 3.

Comment 28

A new road that bypasses Northshore with 45+ mph actually will increase safety concerns for our children and community and does nothing to alleviate the primary traffic/congestion issue at the elementary and middle school driveways.

Response

Please see the general response. The City of North Sioux City will set the speed limit of the bypass road. The posted speed limits will be consistent with arterial road speed limits within The City of North Sioux City and at or below the design speeds. School zones will be implemented in accordance with MUTCD standards and South Dakota codified law. We have also discussed options with the school district to limit school traffic on the existing Northshore Drive if alternatives 1 or 2 are constructed. Some of the options discussed include limiting access to buses only, educating drivers, and limiting access before and after school.

Comment 29

Building a new road to bypass Northshore is a waste of taxpayer money. It does eliminate the school related traffic congestion which is responsible for 2/3 of the traffic congestion. School access turning lanes will greatly improve the LOS (level of service) at a much lower cost to taxpayers.

Response

Please see the general response.

Comment 30

An overwhelming 91% of respondents in the survey by union county re master transportation plan identified future funding for maintenance/improvements to existing roads as a top priority. New roads were not listed as priority. Furthermore, traffic congestion was identified as not a problem or a minor problem. This supports option #3 to improve Northshore with school turn lanes and realignment to resolve right of way and driveway issues of Northshore in the face of devastating flood damage rebuilding opportunities.



Response

Please see the general response and the response to theme 3.

Respectfully submitted,
STOCKWELL ENGINEERS, INC.



Project History

August 2022

- Consultants submit Statement of Interest to SDDOT.

September 2022

- Consultants submit Proposals to SDDOT.

November 2022

- Stockwell selected to complete the engineering services.

December 2022

- SDDOT issues Stockwell notice to proceed.





Project History



January 2023 to Today

- Developed and analyzed alternatives.
- Evaluated environmental impacts.
- Public meeting to introduce the project.
- Coordinated with US Army Corps of Engineers, US Fish and Wildlife Services, SD State Historic Preservation Office, SD Department of Game Fish and Parks, SD Division of Parks and Recreation, City of North Sioux City, and Dakota Valley School District.
- Project delays due to agency reviews and the flooding event.

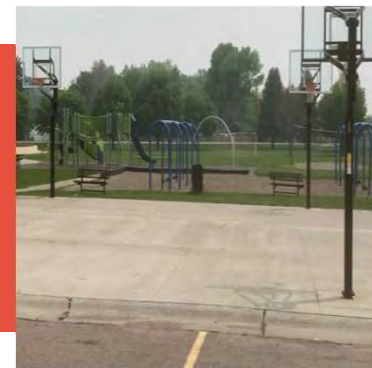
Environmental Assessment



The National Environmental Policy Act (NEPA) is a law that requires federal agencies to assess the environmental impact of their actions before making decisions. The act was passed by Congress in 1969 and signed into law in 1970.

Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions.

Agencies also provide opportunities for public review and comment on those evaluations.





Environmental Impacts

- Air Quality
- Farmlands
- Floodplains
- Water Quality
- Habitat and Wildlife
- Historic and Archeological Resources
- Section 4(f) – Public Parks and Land Used for Recreation
- Land Use
- Right of Way
- Pedestrians and Bicyclists
- Economic Resources
- Utilities
- Public Facilities and Services
- Noise
- Hazardous Materials
- Wetlands





Environmental Assessment



Chapter 1 – Purpose and Need*

Chapter 2 – Alternatives*

Chapter 3 – Affected Environment and Environmental Consequences

Chapter 4 – Preferred Alternative

Chapter 5 – Comments and Coordination

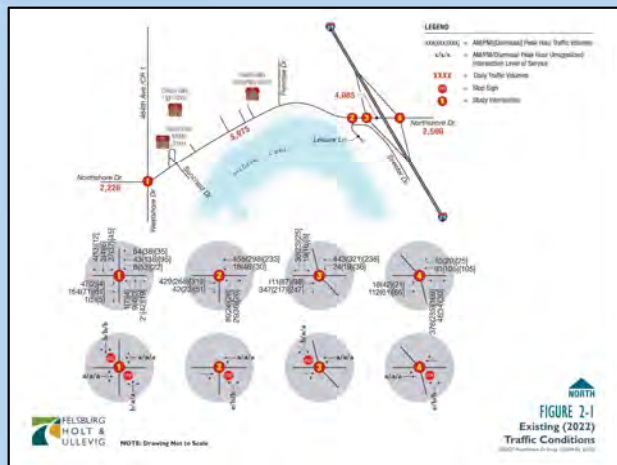
Chapter 6 – References

*Project team is currently responding to comments from FHWA.

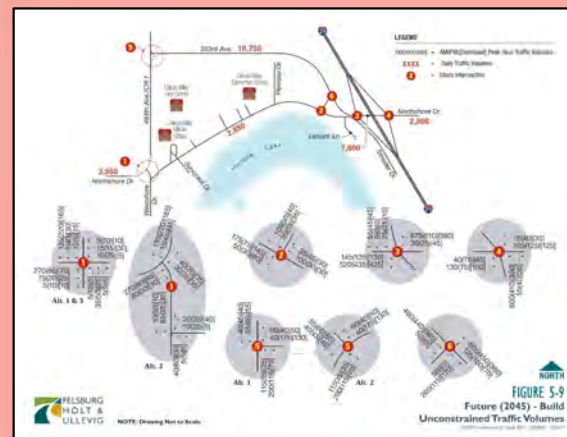
Preliminary Design



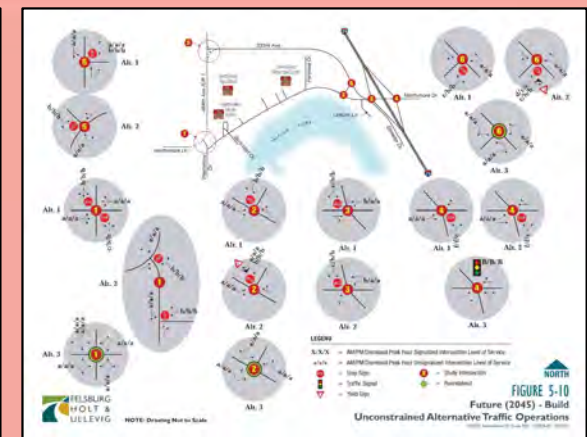
Traffic Study



EXISTING



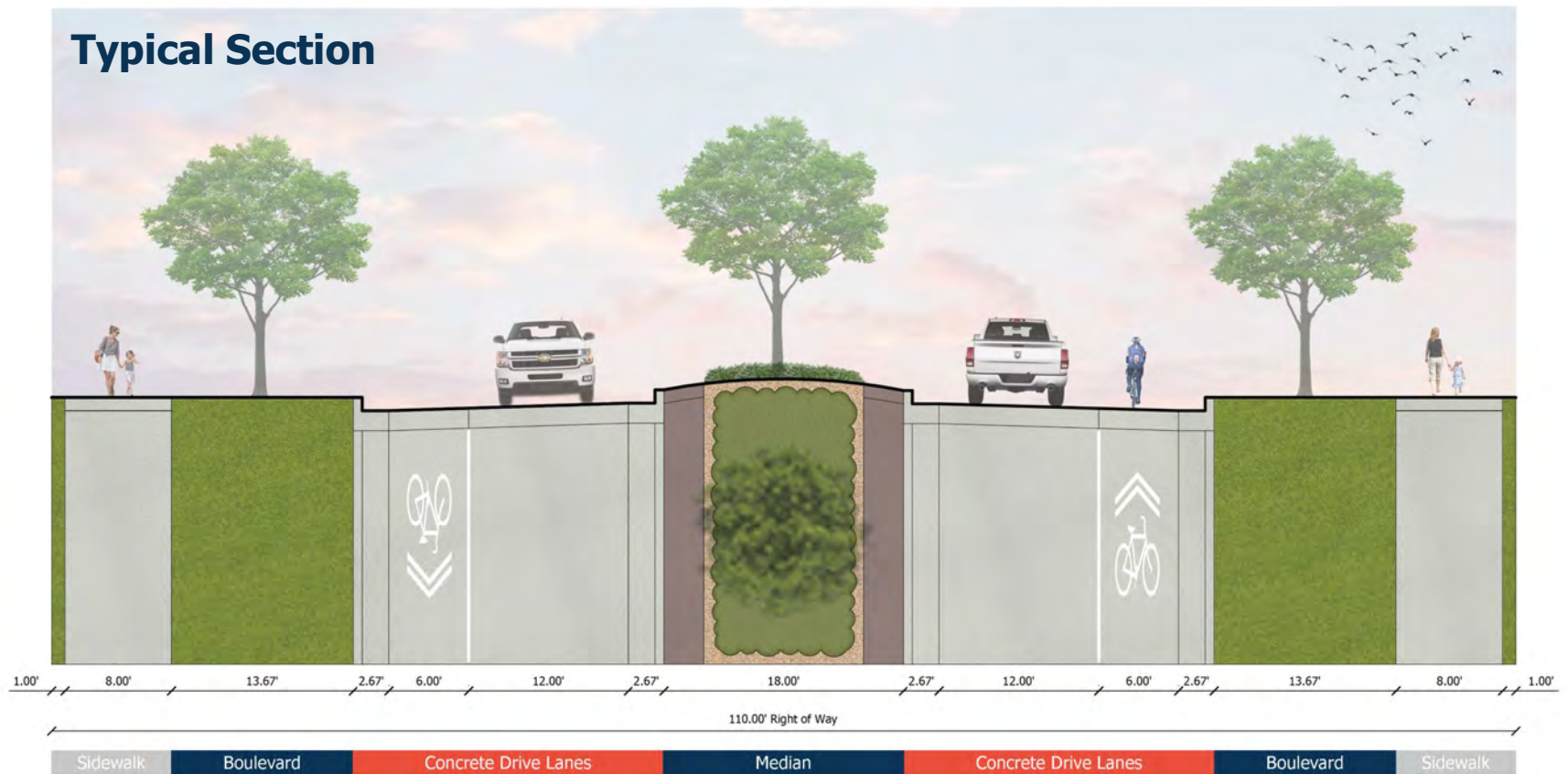
FUTURE



Preliminary Design



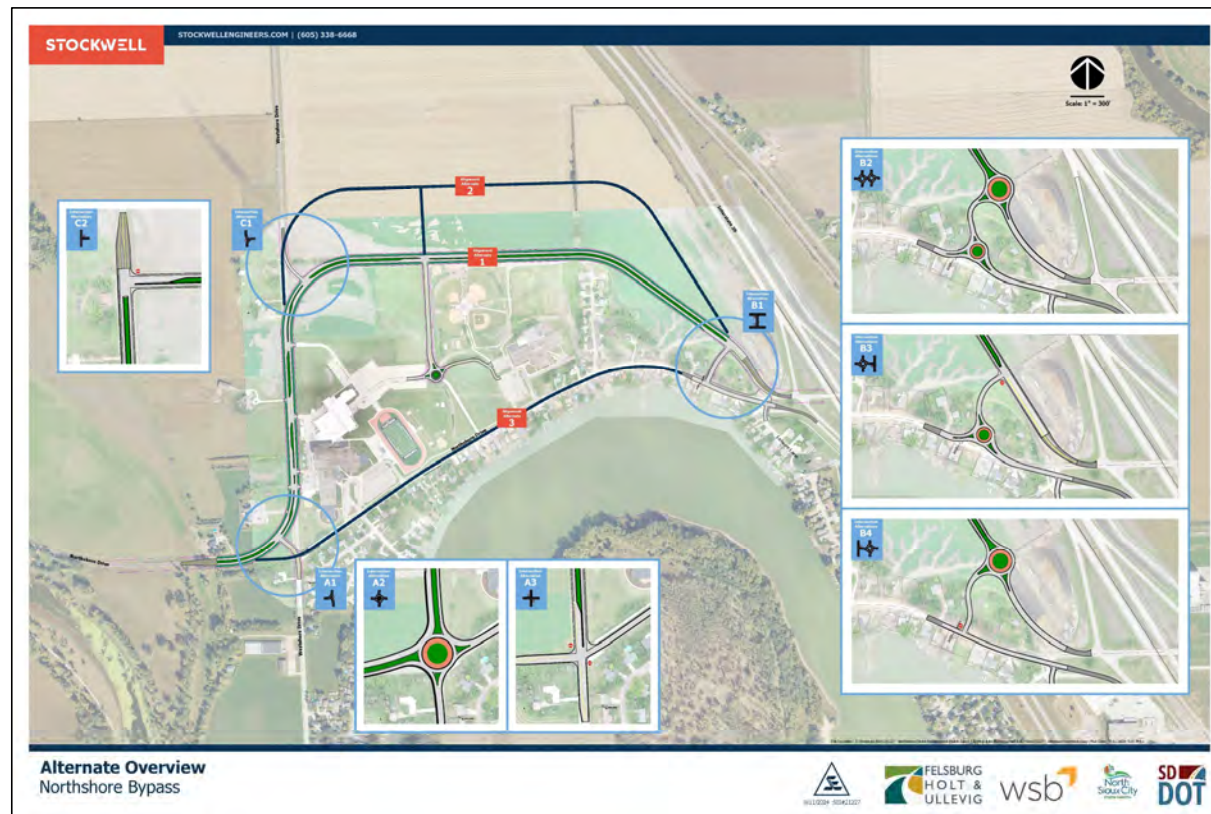
Typical Section



Preliminary Design



Alignment Alternates





Public Comments

www.NorthshoreBypass.com

Submit Your Comments

- Name
- Email Address
- Remarks

Project Updates

Overview of Alternates



**Scan to Leave a Comment
or View Project Website**



What's Next?



September 12 to October 12 – 30-day public comment period.

October through December – Execute Joint Powers Agreement.

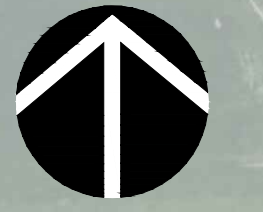
September 16 to January 2025 – Finalize Environmental Assessment.

February 2025 – Release Environmental Assessment for 30-day public comment period.

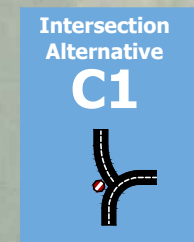
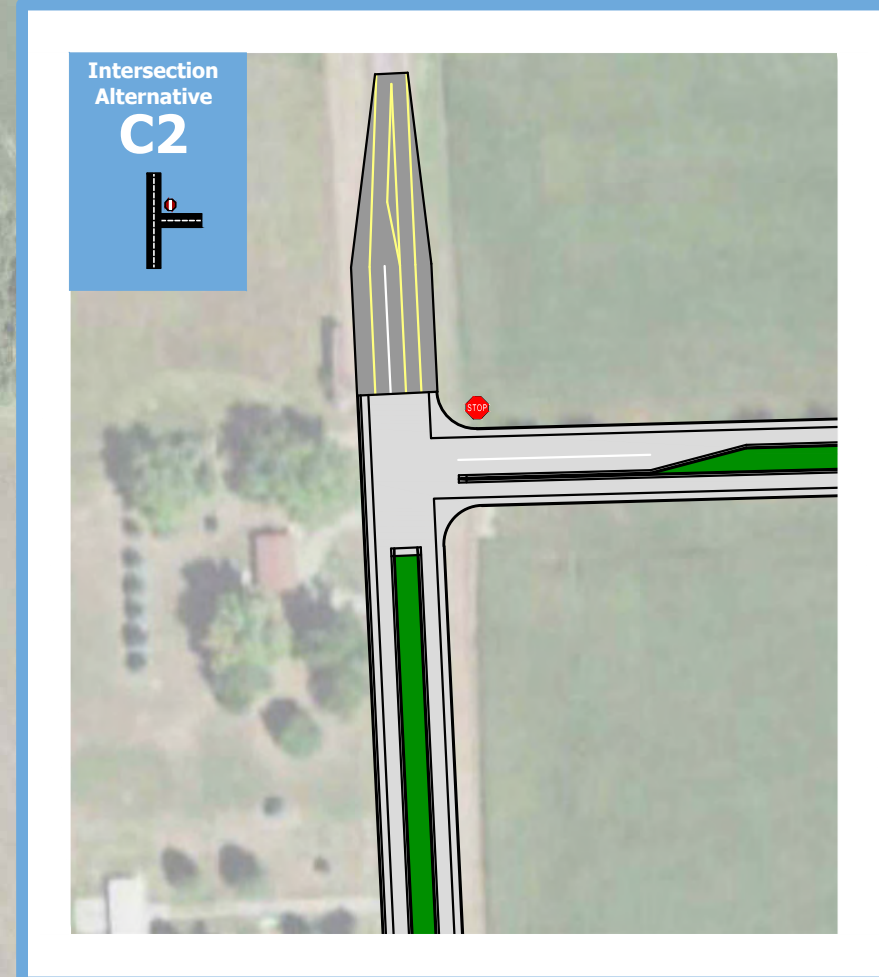
April 2025 – Finding of No Significant Impact (FONSI) and preferred project alternative.

May 2025 to September 30, 2025 – Finalize construction documents, property acquisition, and obligate funds.

2026 to 2028 – Construction.



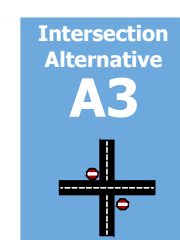
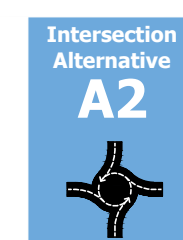
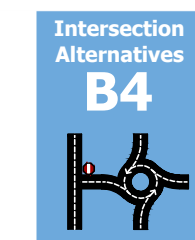
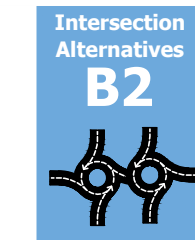
Scale: 1" = 300'



Alignment Alternate 2

Alignment Alternate 1

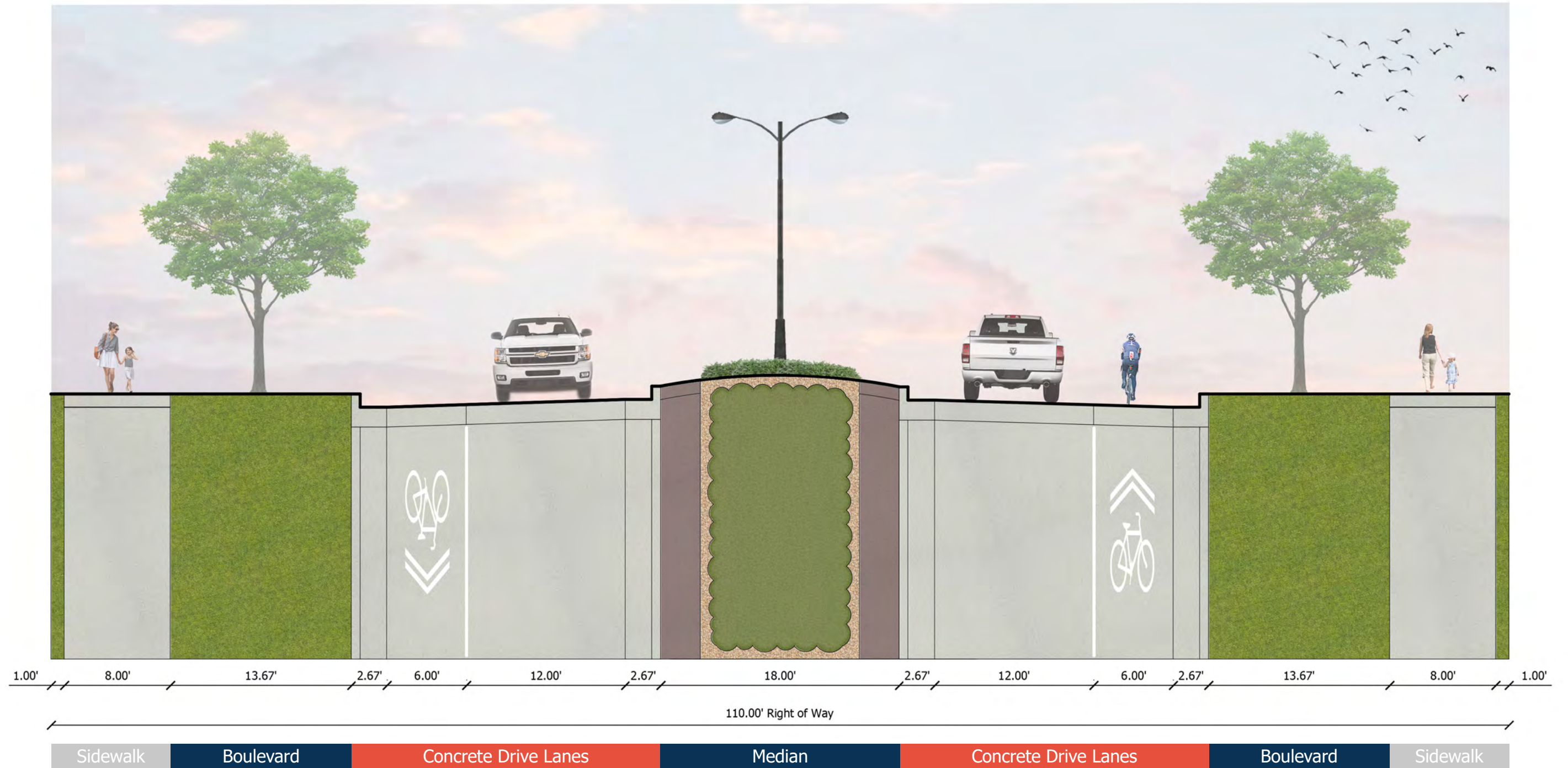
Alignment Alternate 3



File Location: S:\Projects\2021\21227 - Northshore Drive Realignment (North Sioux City)\Exhibits\Working Files\CAD Files\21227 - Alternate Overview.dwg | Plot Date: 11/10/2023 8:53 AM

Alternate Overview

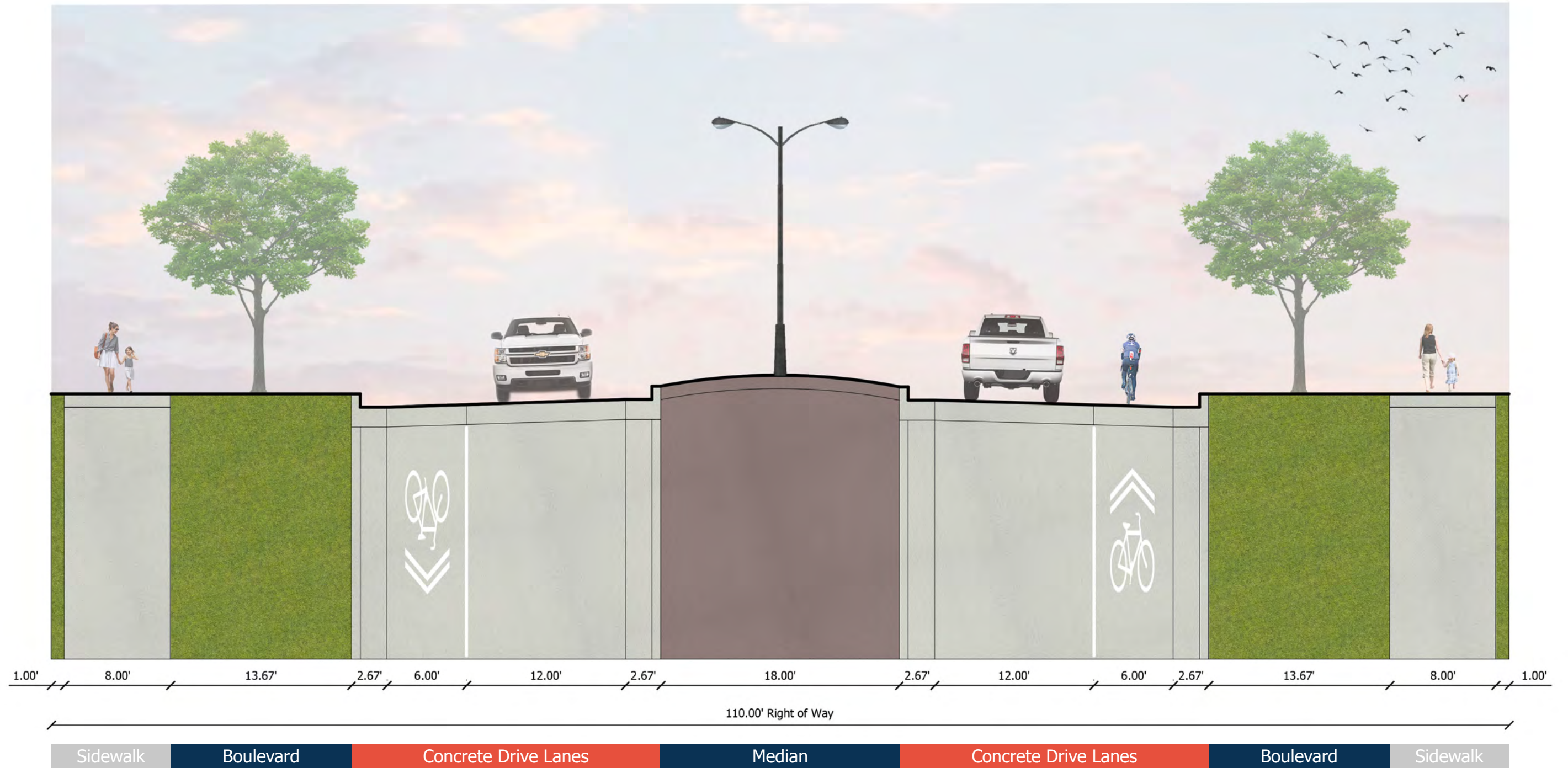
Northshore Bypass



Typical Section A

Bypass | North Sioux City, SD

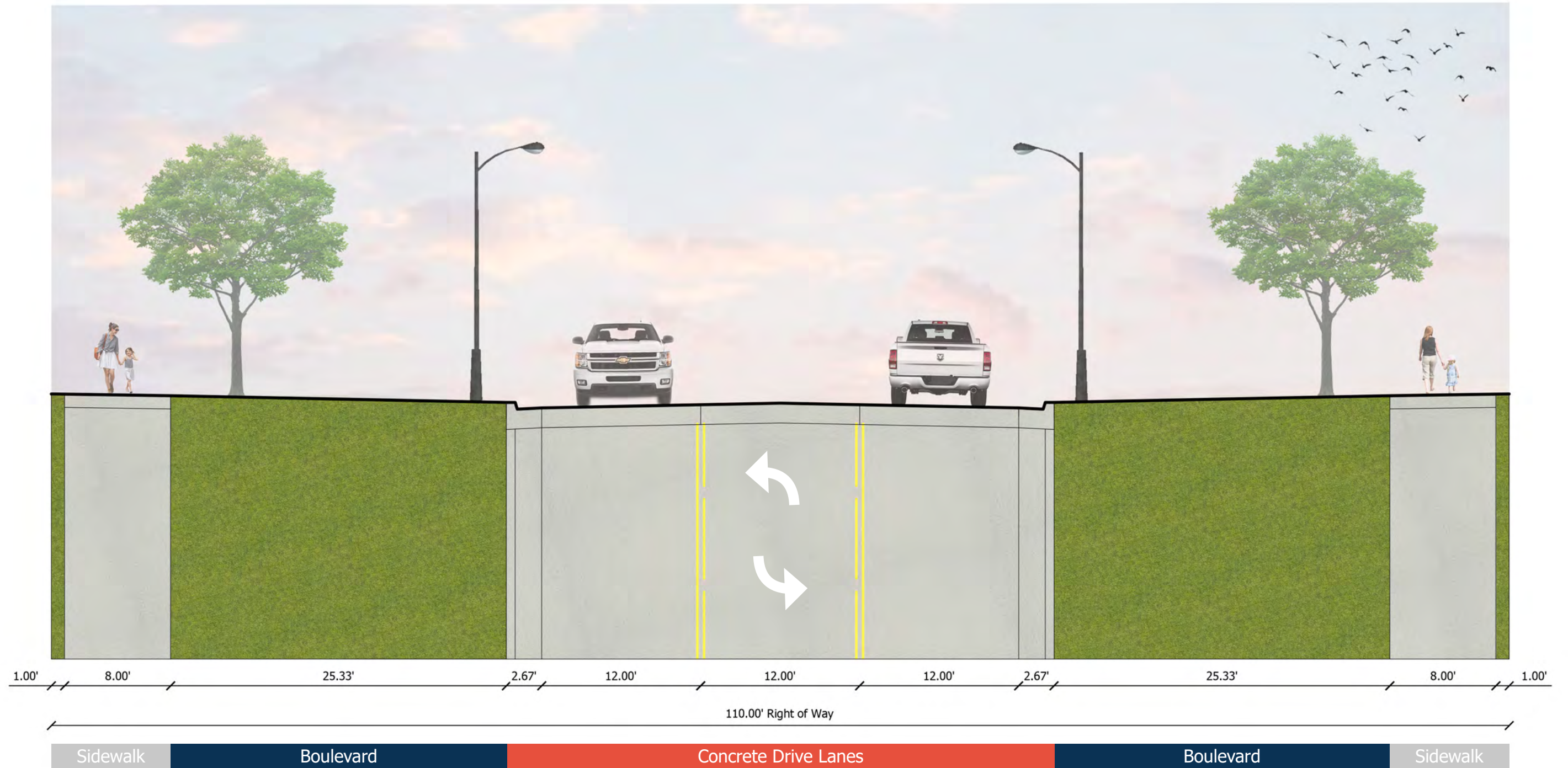




Typical Section B

Bypass | North Sioux City, SD

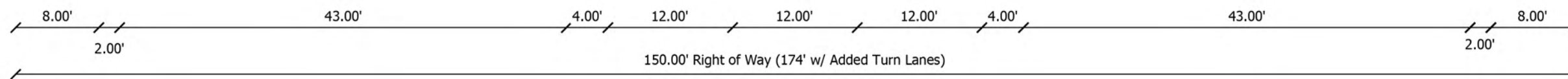
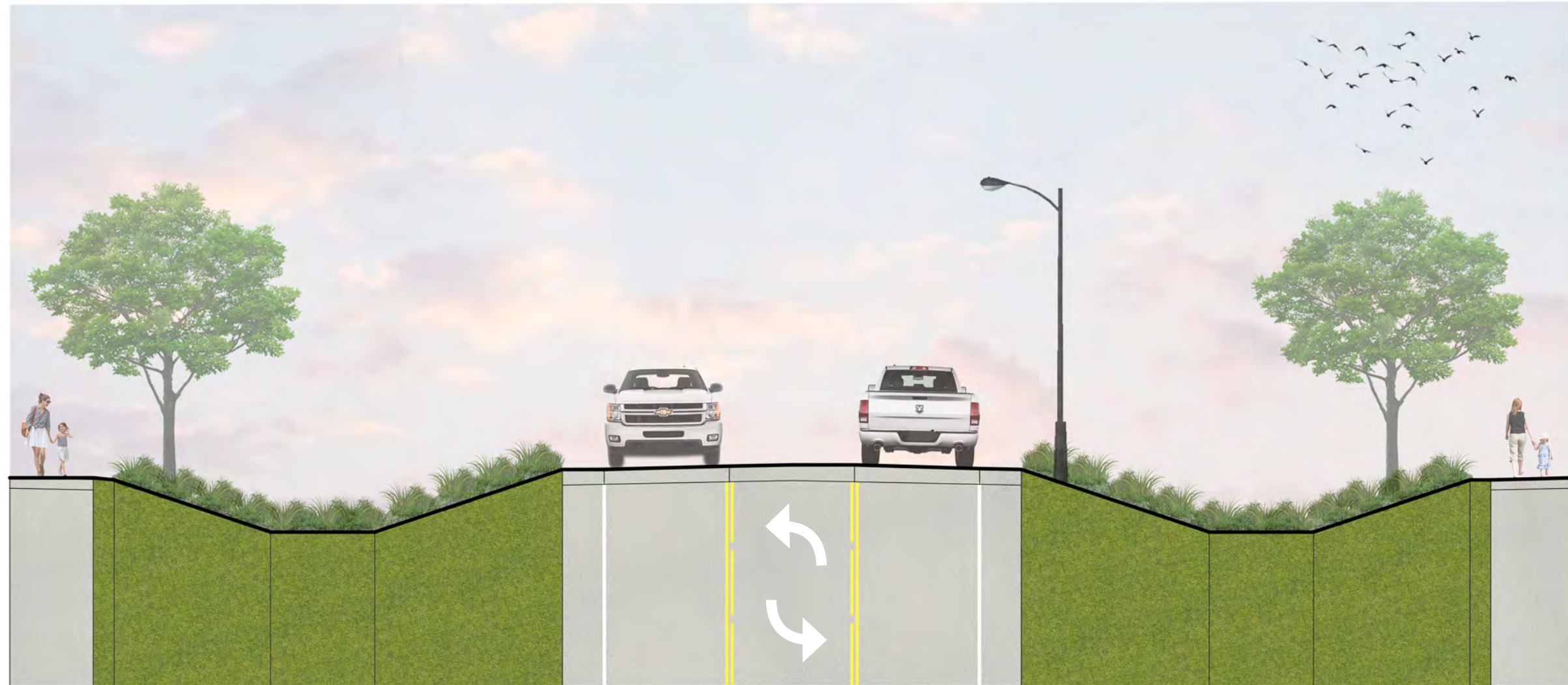




Typical Section C

Bypass | North Sioux City, SD





Typical Section D

Bypass | North Sioux City, SD



Public Open House

April 15, 2025

Public Involvement Materials

A public meeting open house for the project was held from 5:30pm to 7:00pm on April 15, 2025, at the North Sioux City Community Center at 205 Sodrac Drive, North Sioux City, South Dakota. Sixty-five (65) people signed in as attendees. Stakeholders and the public were notified of the meeting through mailings, the project website, press release, and local newspaper ads. The open house allowed for one-on-one discussion with project representatives including consultants, City staff, and SDDOT. Project representatives were available to answer questions, discuss the project, and receive community input. Poster-board exhibits were set up at the meeting and comment forms were provided. Additionally, a pre-recorded presentation was set up for viewing on a loop describing the project information and details. Furthermore, the project information, including all public meeting materials, was posted online at www.NorthshoreBypass.com and <https://dot.sd.gov/doing-business/environmental/environmental-assessments/#northshore>. Comments were solicited through a 30-day comment period which began on April 3rd and closed on May 2nd, 2025. Forty-eight (48) comments were received during the public comment period. Forty-five (45) comments were submitted via the project website from twenty-four (24) individuals and three (3) comments were received in writing at the public meeting.

Project representatives included:

- SDDOT – Paula Huizenga
- SDDOT – Greg Rothschild
- City of North Sioux City – Jeff Dooley
- City of North Sioux City – Andrew Nilges
- Stockwell Engineers – Chad Huwe
- Stockwell Engineers – Jon Brown
- Stockwell Engineers – John Martin
- Stockwell Engineers – Ross Kuchta
- Stockwell Engineers – Lauren Wittler
- Felsburg Holt & Ullevig – Adam Denney
- Felsburg Holt & Ullevig – Kody Unstad
- Felsburg Holt & Ullevig – Allison Sambol

NOTIFICATION



Yankton Area Office

1306 W. 31st St.

Yankton, SD 57078-9662

Phone: 605-668-2929 Fax: 605-668-2927

Website: <https://dot.sd.gov> and <https://sd511.org>

For Immediate Release:

Thursday, April 3, 2025

Contact:

Paula Huizenga, Project Manager, 605-773-6253

SDDOT Seeks Public Input for Northshore Drive Realignment Project in North Sioux City

NORTH SIOUX CITY, S.D. - The South Dakota Department of Transportation (SDDOT) will hold a public meeting open house on Tuesday, April 15, 2025, from 5:30 to 7 p.m. (CT). The public meeting open house will be held at the North Sioux City Community Center, located at 205 Sodracs Dr. The purpose of this public meeting open house is to discuss and receive public input on the environmental assessment and section 4(f) evaluation for the Northshore Drive Realignment project.

The public meeting open house will be informal, with one-on-one discussions with SDDOT and consultant staff. SDDOT and consultant staff will be available with displays to discuss the proposed project and answer questions. During this time, you can present written comments.

Area residents, business owners, and daily commuters are encouraged to attend and participate in the public meeting open house. This project is being developed in compliance with state and federal environmental regulations. For those who cannot attend the public meeting, or desire additional information on the overall project, information is available online at <https://dot.sd.gov/doing-business/environmental/environmental-assessments>. The website also allows for the submission of online written comments. Written comments will be accepted until Friday, May 2, 2025. A copy of the environmental assessment will also be available at the City Hall located in North Sioux City at 504 River Dr., North Sioux City, SD 57049.

Individuals needing assistance, pursuant to the Americans with Disabilities Act (ADA), should contact the SDDOT ADA Coordinator (605-773-3540) two business days prior to the meeting in order to ensure accommodations are available. For any in-person meeting, notice is further given to individuals with disabilities that the meeting is being held in a physically accessible location.

For more information, contact Paula Huizenga, Project Manager at 605-773-6253 / paula.huizenga@state.sd.us or Chad Huwe, Stockwell Engineers at 605-338-6668 / chuwe@stockwellengineers.com.

About SDDOT:

The mission of the South Dakota Department of Transportation is to provide a safe and efficient public transportation system.

For the latest on road and weather conditions, road closures, construction work zones, commercial vehicle restrictions, and traffic incidents, please visit <https://sd511.org> or dial 511.

Read more about the innovative work of the SDDOT at <https://dot.sd.gov>.

DAKOTA DUNES
TIMES
 NORTH SIOUX CITY

STATEMENT

Bill To:

Stockwell Engineers, Inc.
 801 Phillips Ave, Suite 100
 Sioux Falls, SD 57104

DATE
4/24/2025

Page 1

Date	Invoice #	Description	Charges	Payments	Balance
4/10/2025	SJ005049	Invoice #SJ005049 Due: 5/31/2025 * SDDOT Notice of Public Hearing * \$59.82	\$59.82		\$59.82

4/24/2025	Finance Charge		\$0.00		\$0.00
CURRENT	Mar	Feb	Pre-Feb	AMOUNT DUE	
\$59.82				\$59.82	

Remittance Advice

Please Remit To:

DD NSC Times
 PO Box 310
 108 W. Main Street
 Elk Point, SD 57025

Statement Details:

Customer Name: Stockwell Engineers, Inc.

Balance Due: \$59.82

Amount Remitted:

\$ _____

AFFIDAVIT OF PUBLICATION

State of South Dakota)

:ss

County of Union)

Shannon L. Jost,

the publisher of the Dakota Dunes / North Sioux City Times,
deposes and says that

The Dakota Dunes / North Sioux City Times

is a legal weekly newspaper of a general circulation, printed and published in North Sioux City, County of Union, State of South Dakota, and has been such legal newspaper during the time hereinafter mentioned, and that affiant is and was during all the time hereinafter mentioned in charge of the advertising department thereof, and has personal knowledge of all the facts stated in this affidavit: and that the notice and advertisement headed:

SDDOT

Notice of Public Meeting - Northshore Drive

a printed copy of which is hereunto attached and made a part hereof, was printed and published in the said newspaper at least once in

each week for 2 successive weeks; that said newspaper at the time of the first publication of said notice hereinafter stated, had, and still has, a bona fide circulation of over two hundred paid copies weekly, and had been published in the said County of Union for more than one year immediately prior to the date of the said publication of said notice, and that said newspaper during said times, was, and is, printed in part in an office maintained at said city of North Sioux City, the said place of publication; that the first publication of said notice in said newspaper was

on Thursday, the 3 day of April, 2025

and that the succeeding publications were

on Thursday, the 10 day of April, 2025

on Thursday, the _____ day of _____, _____

on Thursday, the _____ day of _____, _____

that the fees for the printing and publishing of said notice and advertisement in said newspaper as aforesaid were

\$ 59.82, that the full amount of the fee charged insures to the benefit of the publisher of the said newspaper, that no agreement or understanding for the division thereof has been made with any other person and that no part thereof has been agreed to be paid to any other person whomsoever.


Subscribed and sworn to before me

this 10 day of April, 2025



Notary Public

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION NOTICE OF PUBLIC MEETING OPEN HOUSE NORTHSHORE DRIVE REALIGNMENT - NORTH SIOUX CITY, SD PROJECT EM 8064(32), PCN 097K

Date: Tuesday, April 15, 2025

Time: 5:30 p.m. - 7 p.m.

Place: North Sioux City
Community Center
205 Sodrac Dr.
North Sioux City, SD
57049

The South Dakota Department of Transportation (SDDOT) will hold a public meeting open house to discuss and receive public input on the environmental assessment and section 4(f) evaluation for the above project.

The public meeting open house will be informal, with one-on-one discussions with SDDOT and consultant staff.

SDDOT and consultant staff will be available with displays to discuss the proposed project and answer questions. During this time, you can present written comments. This project is being developed in compliance with state and federal environmental regulations.

Individuals needing assistance, pursuant to the Americans with Disabilities Act (ADA), should contact the SDDOT ADA Coordinator (605-773-3540) two business days prior to the meeting in order to ensure accommodations are available. For any in-person meeting, notice is further given to individuals with disabilities that the meeting is being held in a physically accessible location.

For those who cannot attend



the public meeting or desire additional information on the traffic study or environmental assessment, information will be available on the SDDOT study website the day of the meeting at <https://dot.sd.gov/doing-business/environmental/environmental-assessments>. A copy of the environmental assessment will also be available at North Sioux City city hall.

Written comments regarding this proposed project can be submitted in-person during the public meeting, via the website, or directed to Chad Huwe at 801 N Phillips Ave Unit 100, Sioux Falls, SD 57104. Written comments will be accepted until Friday, May 2, 2025.

All people interested in this project are invited to attend this meeting to share your views and concerns at any time between 5:30 p.m. and 7:00 p.m. For further information regarding this

project, contact Paula Huizenga, Project Manager at 605-773-6253 or Chad Huwe, Stockwell Engineers at 605-338-6668.

Public Meeting Information
<https://dot.sd.gov/doing-business/environmental/environmental-assessments>



Publish April 3 and 10, 2025.

Published twice at the total approximate cost of \$59.82 and may be viewed free of charge at www.sdpublicnotices.com
T14-9x2-103



SDDOT SEEKS PUBLIC INPUT FOR NORTHSHORE DRIVE REALIGNMENT PROJECT IN NORTH SIOUX CITY

For Immediate Release:

Thursday, April 3, 2025

Contact:

Paula Huizenga, Project Manager, 605-773-6253

NORTH SIOUX CITY, S.D. - The South Dakota Department of Transportation (SDDOT) will hold a public meeting open house on Tuesday, April 15, 2025, from 5:30 to 7 p.m. (CT) at the North Sioux City Community Center, located at 205 Sodrac Dr. The purpose of this public meeting open house is to discuss and receive public input on the environmental assessment and section 4(f) evaluation for the Northshore Drive realignment project.

The public meeting will be informal, with one-on-one discussions with staff. SDDOT and consultant staff will be available with displays to discuss the proposed project and to answer questions. During this meeting, the public may also provide written comment. Area residents, business owners, and daily commuters are encouraged to attend and participate in the public meeting. This project is being developed in compliance with state and federal environmental regulations. A copy of the environmental assessment will also be available at the City Hall located in North Sioux City at 504 River Dr., North Sioux City, SD 57049.

For those who cannot attend the public meeting, or desire additional information on the overall study, information is available online at <https://dot.sd.gov/doing-business/environmental/environmental-assessments/#northshore>. The website also allows for the submission of written comments. Written comments will be accepted until Friday, May 2, 2025.

SD

DOT

SOUTH DAKOTA

DEPARTMENT OF TRANSPORTATION

Transportation

Doing Business

Projects & Studies

Programs & Services

Travelers

Inside SDDOT

CONTACT US

f

YouTube

X

SEARCH

For more information, contact Paula Huizenga, Project Manager at 605-773-6253 or via email at paula.huizenga@state.sd.us or contact Chad Huwe, Stockwell Engineers at 605-338-6668 or via email at chuwe@stockwellengineers.com.

About SDDOT:

The mission of the South Dakota Department of Transportation is to provide a safe and efficient public transportation system.

For the latest on road and weather conditions, road closures, construction work zones, commercial vehicle restrictions, and traffic incidents, please visit <https://sd511.org> or dial 511.

Read more about the innovative work of the SDDOT at <https://dot.sd.gov>.

-30-

© 2025 State of South Dakota. All Rights Reserved.
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

605-773-3265 (voice)
605-773-6214 (fax)

Region & Area Offices

Region and Area Offices
Aberdeen
Mitchell
Pierre
Rapid City

Travelers Forms & Publications

Bicycle/Pedestrian
Rest Area/Ports of Entry
Road Construction Conditions
Spring Load Restrictions
Sturgis Rally Travel
Forms
Manuals
Maps
Newsletters
Reports

<https://dot.sd.gov/inside-sddot/media/press-releases/sddot-seeks-public-input-for-northshore-drive-realignment-project-in-north-sioux-city/>

2/3

Northshore Bypass

- [Project Website - https://www.northshorebypass.com/](https://www.northshorebypass.com/)
- [Meeting Postcard](#)
- [Public Meeting Presentation Boards](#)
- [Public Meeting Handout](#)
- [Environmental Assessment & Section 4\(f\) Evaluation](#)
- [Public Meeting Presentation](#) (shown below)

**Northshore Drive Bypass Project Presentation**

Environmental Impacts



- **Land Use and ROW**
 - **Alternative 1** – 16.4G acres of permanent ROW acquisition. Consistent with planned future land uses.
 - **Alternative 2** – 19.30 acres of permanent ROW acquisition. Consistent with planned future land uses.
- **Bicyclists & Pedestrians**
 - **Both Alternatives** – addition of bike lanes, new sidewalk, and access-controlled route. Pedestrian detour and phasing will maintain trail access.
- **Socioeconomics**
 - **Both Alternatives** – reduced congestion, creation of new traffic corridor conducive to development. No residential or business relocations.



PHILLIP ARK PLAY

- [Appendix A - Traffic Study Report.pdf](#)
- [Appendix B - NRCS Farmland Coordination.pdf](#)
- [Appendix C - Noise Analysis Report.pdf](#)
- [Appendix D - Wetland Delineation Report.pdf](#)
- [Appendix E - Agency and Tribal Coordination.pdf](#)
- [Appendix F - Section 4\(f\) Coordination.pdf](#)
- [Appendix G - Contaminated Materials.pdf](#)
- [Appendix H - Public Involvement.pdf](#)



© 2025 State of South Dakota. All Rights Reserved.
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

(605-773-3265 (voice)
(605-773-6214 (fax)

[Contact Us](#)

Region & Area Offices

Region and Area Offices
Aberdeen
Mitchell
Pierre
Rapid City
[Maintenance Unit Map \(Region/Area\)](#)

Travelers

Bicycle/Pedestrian
[Rest Area/Ports of Entry](#)
[Road Construction/Travel Conditions](#)
[Spring Load Restrictions](#)
[Sturgis Rally Travel Information FAQ](#)
Truckers
[Winter Travel Alerts & Road Condition](#)


Forms & Publications




[Brochures](#)
[Forms](#)
[Manuals](#)
[Maps](#)
[Newsletters](#)
[Reports](#)

Northshore Bypass - North Sioux

https://www.northshorebypass.com


AboutVantagepointKody Unstad | FileCL...Interchange Home ~...LRTF - OneDriveSupport - Top Clou...IowaFHWA Order 6640.1...Route AT/ATA Sche...South DakotaOther favorites





HOMEOVERVIEWSCHEDULEUPDATESCONTACT USDOCUMENTS

Have questions or comments?
Click Here to Comment



NORTHSHORE BYPASS

PROJECT INFORMATION SITE

NORTH SIOUX CITY, SOUTH DAKOTA

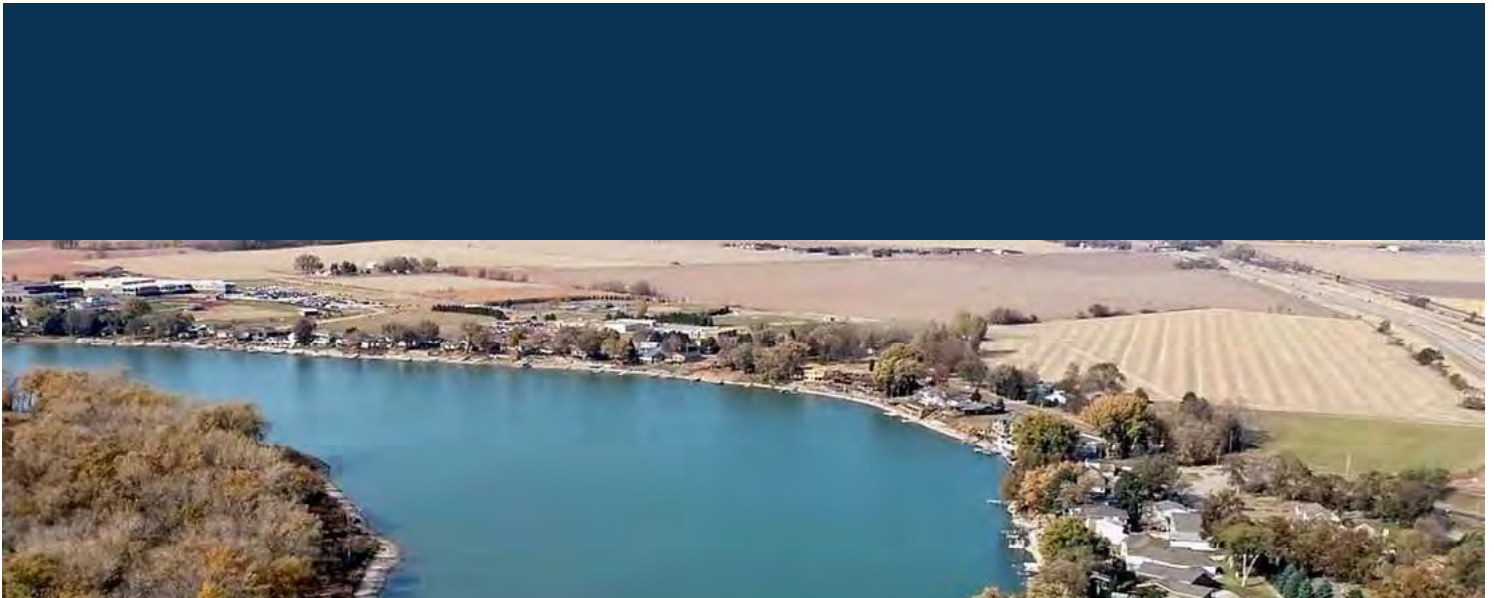
APRIL 15, 2025

PUBLIC MEETING

INFORMATION

VIEW ALL DOCUMENTS

CLICK BUTTON TO VIEW ALL DOCUMENTS



NORTHSHORE BYPASS PROJECT INFORMATION SITE

NORTH SIOUX CITY, SOUTH DAKOTA

**APRIL 15, 2025
PUBLIC MEETING
INFORMATION**

[VIEW ALL DOCUMENTS](#)

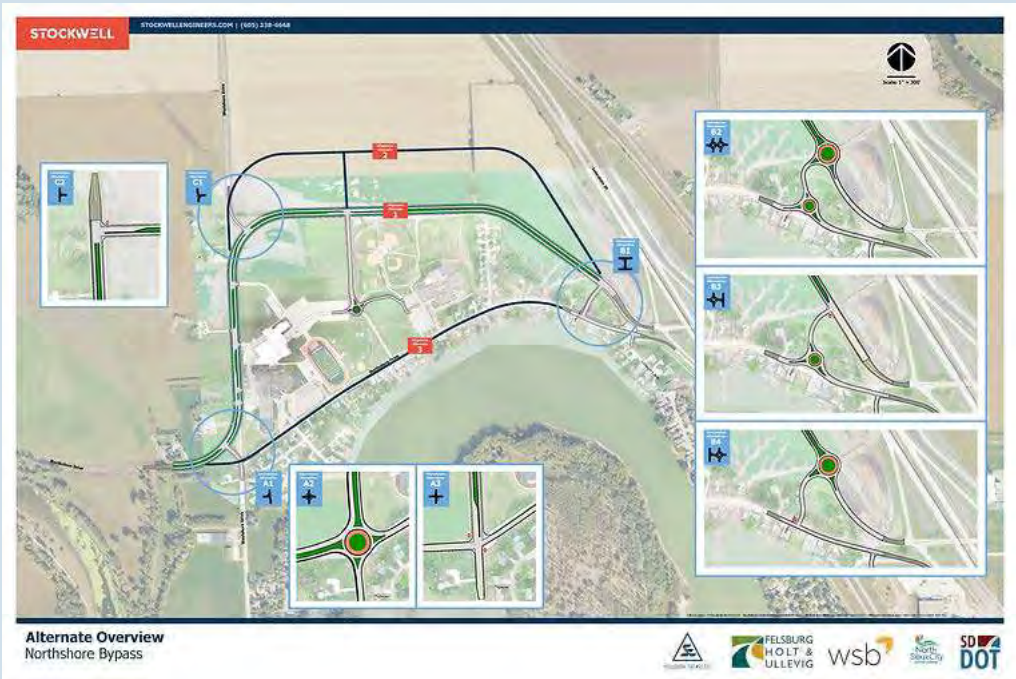
[CLICK BUTTON TO VIEW ALL DOCUMENTS](#)

PROJECT OVERVIEW

Thanks to North Sioux City efforts and SD Senator Mike Rounds, a \$17M grant was awarded to construct a new bypass road between Interstate 29 and Westshore Drive. This grant was earmarked for the project as Congressionally Directed Spending, as part of the 2022 Federal Omnibus Bill. The grant is administered through the South Dakota Department of Transportation (SDDOT) with North Sioux City acting as the local sponsor. SDDOT awarded an engineering contract to Stockwell Engineers for the survey, design, and bidding of the project. Stockwell is acting as the Project Manager under the direction and administration of SDDOT.

The project involves constructing a new road to bypass Northshore Drive. The goals of this project are to alleviate traffic and safety concerns on Northshore Drive and provide necessary utilities to the surrounding area to meet the needs of North Sioux City. The project improvements are expected to include new concrete surfacing, curb and gutter, storm sewer, water main, sanitary sewer, and lighting.

NEW OVERVIEW



PROJECT TEAM



[HOME](#)

[OVERVIEW](#)

[SCHEDULE](#)

[UPDATES](#)

[CONTACT US](#)

[DOCUMENTS](#)

Have que
comm

[Click Here to](#)

PROJECT UPDATES

First Name

Last Name

Email

7

I'm not a robot

reCAPTCHA
Privacy - Terms

Submit to Subscribe

Stockwell Engineers encourages North Sioux City residents to contact us with questions, concerns, ideas and general feedback. Please use the form below and we will respond as quickly as we can!

Name

Email

Subject

Type your message here...

SUBMIT



NORTHSHORE BYPASS



(605) 773.3265
Becker-Hansen Building
700 E. Broadway Avenue
Pierre, SD 57501



(605) 338.6668
801 N. Phillips Ave, Ste. 100
Sioux Falls, SD 57104



Have que
comm

[Click Here to](#)

PROJECT DOCUMENTS

April 15, 2025 Public Meeting

Public Meeting Handout

Public Meeting Exhibits

Recommended Alternative

SDDOT Press Release

Environmental Assessment & Section 4(f) Coordination

Appendix A - Traffic Study Report

Appendix B - NRCS Farmland Coordination

Appendix C - Noise Analysis Report

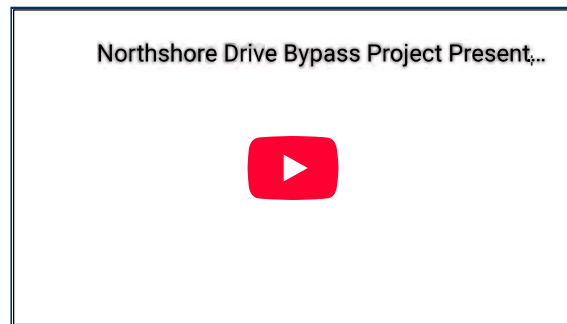
Appendix D - Wetland Delineation Report

Appendix E - Agency and Tribal Coordination

Appendix F - Section 4(f) Coordination

Appendix G - Contaminated Materials

Appendix H - Public Involvement



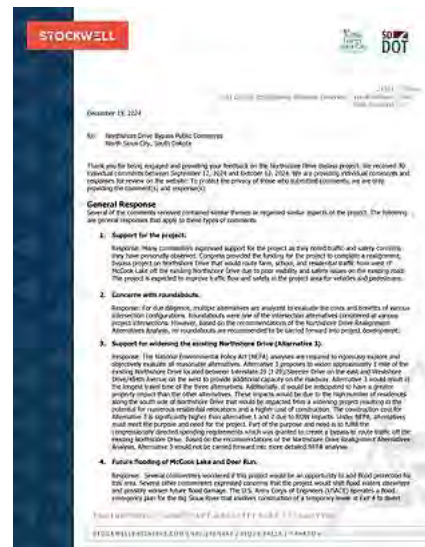
Public Meeting Presentation

Have questions or comments?

[Click Here to Comment](#)

12/19/24 Response to Public Comments

Click [HERE](#) or on the Letter to View PDF



**CLICK HERE to
view 2022
Consolidated
Appropriations Act
Documents**

**CLICK HERE to
view documents
from the
10/30/2023
Public Meeting**

PROJECT LOCATION

[Click Picture to View PDF](#)



**NORTHSHORE
BYPASS**

© 2025 Stockwell Engineers, Inc.



(605) 773.3265
Becker-Hansen Building
700 E. Broadway Avenue
Pierre, SD 57501



(605) 338.6668
801 N. Phillips Ave, Ste. 100
Sioux Falls, SD 57104

ENVIRONMENTAL ASSESSMENTS

[Home](#) / [Doing Business](#) / [Environmental](#) / [Environmental Assessments](#)

[Interstate 229 Exit 4](#)

[S.D. Highway 44 Platte-Winner Bridge](#)

[South Veterans Parkway](#)

[I-29 Exit 130 \(20th Street South\)
Interchange, Brookings](#)

[I-90 Exit 406 \(SD11/Brandon\) Interchange](#)

[I-29 and 85th Street Interchange Project:
Fm Sundowner Avenue E 1 to Tallgrass Ave
in Sioux Falls](#)

[US14/US83/SD34 Bridge over the
Missouri River between Pierre/Ft. Pierre](#)

[South Rochford Road EA](#)

[I-229 Exit 5 \(26th Street\) Interchange in
Sioux Falls](#)

[East Side Corridor \(S.D. 100 North
Segment\) from I-90 to South of Madison](#)

[+ Certification & Accreditation](#)

[+ Contractors](#)

[+ Engineering/Design Services](#)

[- Environmental](#)

[About Environmental](#)

[Agreements](#)

[Endangered Species](#)

[Environmental Assessments](#)

[Forms](#)

[Stormwater](#)

[Wetland Mitigation](#)

[+ Local Governments](#)

[+ Traffic Incident Management](#)



TALK TO US



CONTACT US



SEARCH

Peter Norbeck Scenic Byway Lake
Enhancements Projects (on Bismarck,
Horsethief, & Lakota Lakes)

US16 - From 1 mile West of Jewel Cave
National Monument to 0.5 miles East of
Jewel Cave National Monument

Downtown Sioux Falls Rail Yard
Redevelopment Project

I-190 Silver Street Interchange in Rapid
City

Spearfish Canyon Recreation Site
Improvements - Bridal Veil Falls & Long
Valley Picnic Ground

US85 project in Deadwood from US385
Jct. to Cemetery St.

South Dakota School of Mines and
Technology Connector Road in Rapid City

Noise Studies on Interstate 29 from
Interstate 229 to 26th Street in Sioux Falls

I-90 West, Exit 40-Exit 51

East Side Corridor (SD100 South Segment)
from I-29/County Road 106 (Exit 73) to
south of 26th Street in Sioux Falls

Solberg Avenue - Tallgrass Avenue
Overpass of I-229 in Sioux Falls

[CONTACT US](#)

Watertown South Connector Route - US 81 to 29th Street SE

Watertown South Connector Route from US Highway 212/SD 20 Intersection to US Highway 81

Northshore Bypass

- [Project Website - https://www.northshorebypass.com/](#)
- [Meeting Postcard](#)
- [Public Meeting Presentation Boards](#)
- [Public Meeting Handout](#)
- [Environmental Assessment & Section 4\(f\) Evaluation](#)
- [Public Meeting Presentation](#) (shown below)

Northshore Drive Bypass Projec...



- [Appendix A - Traffic Study Report.pdf](#)
- [Appendix B - NRCS Farmland Coordination.pdf](#)
- [Appendix C - Noise Analysis Report.pdf](#)
- [Appendix D - Wetland Delineation Report.pdf](#)
- [Appendix E - Agency and Tribal Coordination.pdf](#)

[CONTACT US](#)

- [Appendix G - Contaminated Materials.pdf](#)
- [Appendix H - Public Involvement.pdf](#)



© 2025 State of South Dakota. All Rights Reserved.
South Dakota
Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

605-773-3265
(voice)
605-773-6214
(fax)

Contact Us

Powered by:
Modern Logic

Region & Area Offices

Region and Area Offices

Aberdeen
Mitchell

Pierre

Rapid City

Maintenance Unit
Map (Region/Area)

DOT Intranet

Request Public Records

State of SD Home Page

Travelers Forms & Publications

Bicycle/Pedestrian

Rest Area/Ports of Entry

Maps

Newsletters

Road Construction Reports

Travel Conditions

Spring Load Restrictions

Sturgis Rally Travel

Information
FAQ

Truckers

Winter Travel Alerts

& Road Condition Information

CONTACT US



SEARCH



Residents learn more about Northshore Bypass project at public meeting



By [Acacia Phillips](#)

Published: Apr. 15, 2025 at 9:14 PM CDT



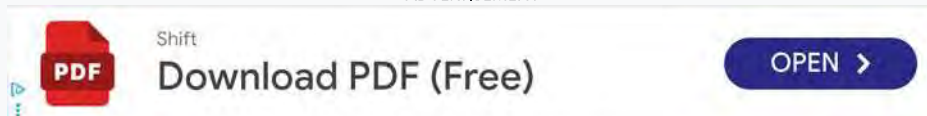
NORTH SIOUX CITY, S.D. (KTIV) - On Tuesday night, residents in North Sioux City could attend a public meeting to learn more about a project almost three years in the making.

The Northshore Drive Bypass project first started back in 2022 when North Sioux City got a \$17 million grant and sponsorship from U.S. Senator Mike Rounds.

The goal of the project was to create an alternate route for traffic traveling from west of McCook Lake, so they don't have to travel along Northshore Drive.

At Tuesday's public meeting, representatives from South Dakota Department of Transportation and Stockwell Engineering outlined the project and answered questions from those people in attendance.

ADVERTISEMENT



They shared different route ideas that project leaders have put together.

The first alternative route would go from the entrance of Northshore Drive up along the north side of Dakota Valley schools. The second alternative route would take the same route, just 50 feet north of the first alternative route.



Alternate Overview
Northshore Bypass



Northshore Drive Alternative Routes. (South Dakota DOT)

ADVERTISEMENT



From there, they factored in the impact each route would have on the environment, like the amount of land used, travel time, construction cost, impact on water and air quality, and noise.

Project leaders say they prefer the first alternative route, which would cost less, offer faster travel time, and have a lower impact on farmland and wetlands.

"I thought they were going to do something with the roads, but that's not what it's about. It's mainly about the bypass and behind the school and which that's that is a good thing. It really is. They should have been 40 years ago. I mean, it's something that kept getting postponed and postponed and postponed, but they should have done it a long time ago," said Don Lantis, Owner of Lantis Fireworks.

If any North Sioux City residents missed the meeting, and have questions about the project, they can reach out to the project managers and submit any comments through the project website.

ADVERTISEMENT



For that information, [follow this link](#).

For more information on the project, [open this link](#).

Want to get the latest news and weather from Siouxland's News Source? Follow these links to download our [KTIV News app](#) and our [First Alert Weather app](#).

Copyright 2025 KTIV. All rights reserved.

Remodeling Star: Cheapest Way To Get A Walk In Shower In Missouri

Homeowners can save thousands on a 1-day bathroom remodel using this one tip.

Postcard
Front



South Dakota Department of Transportation

Office of Project Development
700 E Broadway Ave.
Pierre, SD 57501

Public Meeting/Open House

Northshore Drive Bypass - North Sioux City

Public Meeting/Open House

The South Dakota Department of Transportation (SDDOT) will hold a public meeting open house to discuss and receive input on the environmental assessment and section 4(f) evaluation for Northshore Bypass. The public meeting open house will be held on **Tuesday, April 15, 2025.**

SDDOT and consultant staff will be available with displays to discuss the proposed project and answer questions. During this time, you can present written comments. This project is being developed in compliance with state and federal environmental regulations.

Individuals needing assistance, pursuant to the Americans with Disabilities Act (ADA), should contact the SDDOT ADA Coordinator (605-773-3540) two business days prior to the meeting in order to ensure accommodations are available. For any in-person meeting, notice is further given to individuals with disabilities that the meeting is being held in a physically accessible location.

For those who cannot attend the public meeting or desire additional information on the traffic study or environmental assessment, information will be available on the SDDOT study website the day of the meeting at <https://dot.sd.gov/doing-business/environmental/environmental-assessments>. A copy of the environmental assessment will also be available at North Sioux City City Hall.

Written comments regarding this proposed project can be submitted in-person during the public meeting, via the website, or directed to Chad Huwe at 801 N Phillips Ave Unit 100, Sioux Falls, SD 57104. Written comments will be accepted until Friday, May 2, 2025.

All people interested in this project are invited to attend this meeting to share your views and concerns at any time between 5:30 p.m. and 7:00 p.m. For further information regarding this project, contact Paula Huizenga, Project Manager at 605-773-6253 or Chad Huwe, Stockwell Engineers at 605-338-6668.

For additional information and project updates, please visit <https://dot.sd.gov/doing-business/environmental/environmental-assessments>.



Northshore Bypass
Environmental Assessment
and Section 4(f) Evaluation

North Sioux City Community Center
205 Sodrac Dr.
North Sioux City, SD 57049

April 15, 2025
5:30 pm - 7:00 pm

Name	Address	City State	Zip
PROPERTY OWNER	1200 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	39 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	24 NORTHSORE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	13 EVERGREEN LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	178 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	89 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	PO BOX 542016	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	107 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	174 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	5 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	168 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	22 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	37 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	156 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	205 WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	163 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	323 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	301 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	184 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	159 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	324 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	176 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	165 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3710 N WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	125 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	87 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	7 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	183 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	170 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	9 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	68 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	179 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	49 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	53 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	65 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	147 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4001 N WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	48394 W AUTHIER RD	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	81 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	83 NORTHSORE DR	NORTH SIOUX CITY SD	57049

PROPERTY OWNER	5 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1150 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	59 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	25 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	155 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	177 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	5 EVERGREEN LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	154 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1375 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3960 N HWY 105	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	307 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	115 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	91 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	60 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	135 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	173 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4000 N SHAMROCK RD	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	322 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	42 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	7 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	101 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	15 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	103 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3931 N WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	41 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	166 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	123 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	142 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	35 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	186 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4280 N HWY 105	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	70 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	171 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	131 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	5 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	8 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	325 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	311 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	8 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	182 SUNCOAST DR	NORTH SIOUX CITY SD	57049

PROPERTY OWNER	1 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	315 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	85 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	63 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	309 W PINEHURST TR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	27 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	36 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	187 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	189 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	138 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	19 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	169 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	172 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	99 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	71 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	10 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	144 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	11 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	45 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	93 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	33 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	117 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	5 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	145 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	47 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	6 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	9 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	321 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	161 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	328 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4010 N HWY 105	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	15 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	12 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	57 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	23 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	133 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	320 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	158 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	143 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	17 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	77 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4260 N HWY 105	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	2 EVERGREEN LN	NORTH SIOUX CITY SD	57049

PROPERTY OWNER	18 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	16 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	6 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	75 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	202 WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	95 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	97 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	150 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	100 WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	709 BURGESS RD	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	11 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4220 N HWY 105	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	11 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	19 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	318 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	21 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	160 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	67 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	8 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	305 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	192 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	79 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	157 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	55 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	6 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	191 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	8 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	51 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	139 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	139 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	4 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	66 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	17 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	73 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	152 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	62 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	188 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	9 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	61 NORTHSORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	175 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	190 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	127 NORTHSORE DR	NORTH SIOUX CITY SD	57049

PROPERTY OWNER	314 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	167 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	149 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	13 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	13 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	15 LEISURE LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	10 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	6 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	44 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	335 WYCOFF DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	7 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	10 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	137 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	202 WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	203 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	14 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	327 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	162 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	11 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	313 LAKESHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	121 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	7 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	3 MARTHA ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	181 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	401 N WALLACE ST	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	17 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	31 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	204 WESTSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	148 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	1715 NORTHSHORE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	180 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	9 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	153 SUNCOAST DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	12 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	20 PENROSE DR	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	7 SPRUCE AVE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	12 EVERGREEN LN	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	113 WESTWOOD LANE	NORTH SIOUX CITY SD	57049
PROPERTY OWNER	141 SUNCOAST DR	NORTH SIOUX CITY SD	57049
HIGHWAY SUPERINTENDENT	501 E PLEASANT ST	ELK POINT SD	57025
SIOUXLAND REGIONAL TRAIL	6401 GORDON DRIVE	SIOUX CITY IA	51106

VENUE AND ATTENDANCE

RESTROOMS

24X36 EXHIBITS - 9EA

CHAD
HUWE
SEI

ALLISON
SAMBOL
FHU

ROSS
KUCHTA
SEI

FRUIT PUNCH/DECAF COFFEE
COOKIES

COMMON AREA/TABLES

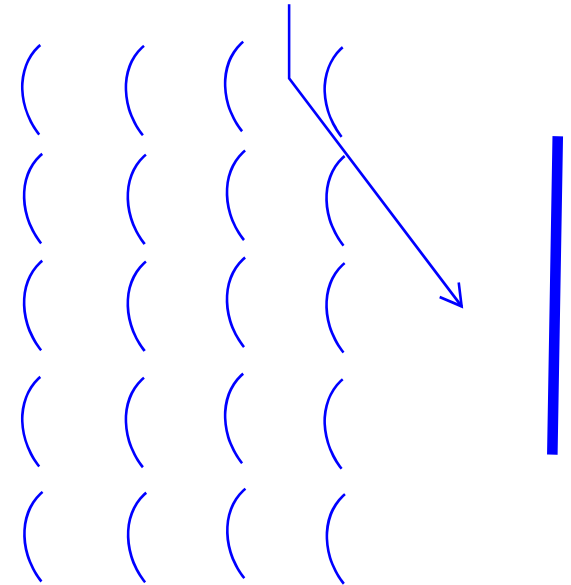
JEFF DOOLEY
RUSTY MONTAGNE
NSC

DAVID LAWRENCE
WSB

TOM LEHMKUHL
KELLY VANDEWIELE
FHWA

PAULA HUIZENGA
CHAD BABCOCK
SDDOT

LOOPED PRESENTATION
& SEATING



LAUREN
WITTNER
SEI

SIGN IN/
BROCHURE

JON
BROWN
SEI

KODY
UNSTAD
FHU

JOHN
MARTIN
SEI

24X36 EXHIBITS - 9EA

ENTRANCE

Project: Northshore Bypass
RE: Public Information Meeting
Date: April 15, 2025
Time: 5:30 - 7 p.m.

SDDOT Project #EM 8064 (32)
FHU Project No. 122309-01



Photo #1 – Public Information Meeting at North Sioux City Community Center.



Photo #2 –EA document on display at North Sioux City Community Center.



Photo #3 – Sign in table at the Public Information Meeting at North Sioux City Community Center.

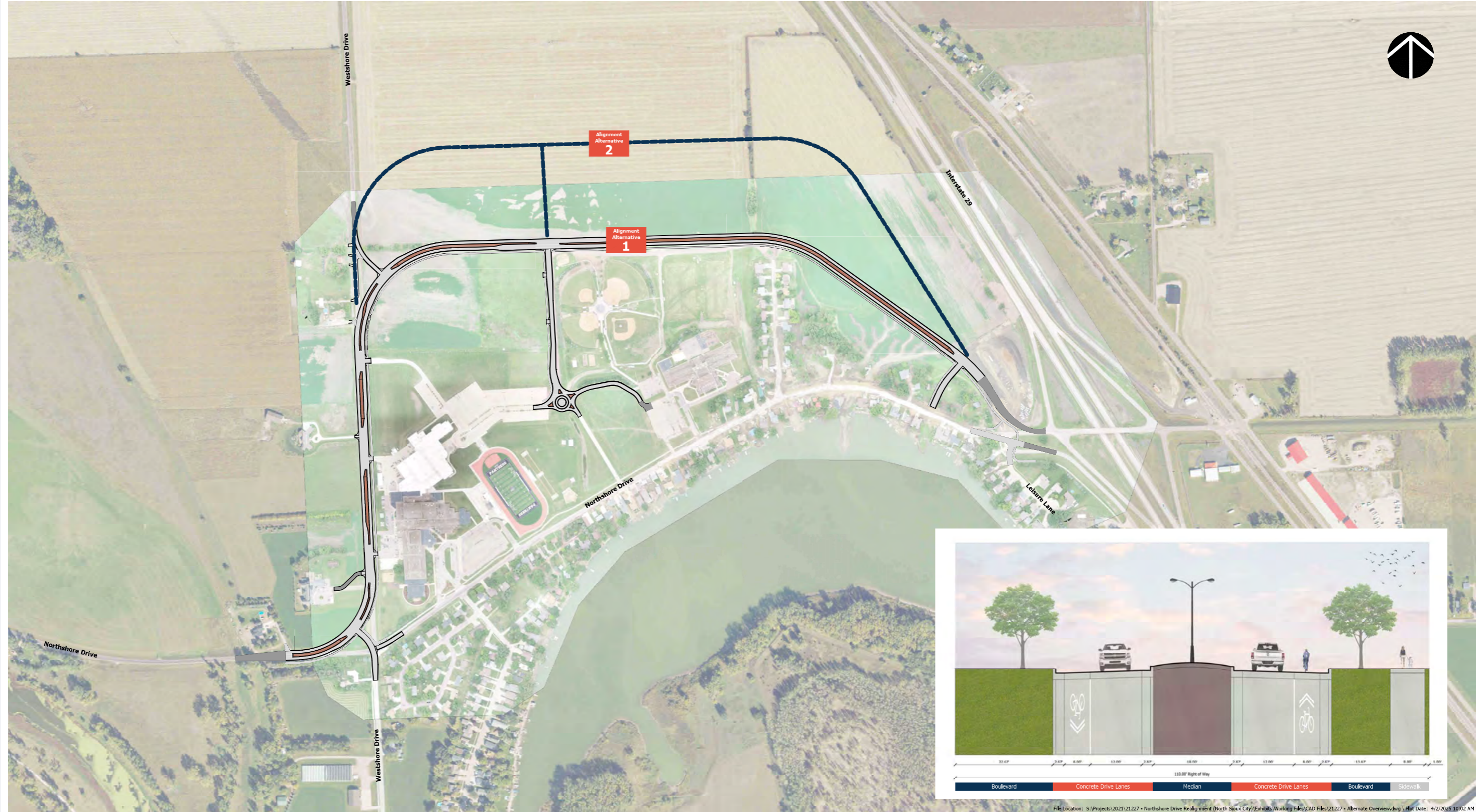


Photo #4 – Handicap parking at the North Sioux City Community Center.

MEETING MATERIALS

EXHIBIT BOARDS

Build Alternatives Evaluated



File Location: S:\Projects\2021\21227 - Northshore Drive Realignment (North Sioux City)\Exhibits\Working Files\CAD Files\21227 - Alternate Overview.dwg | Plot Date: 4/2/2025 10:02 AM

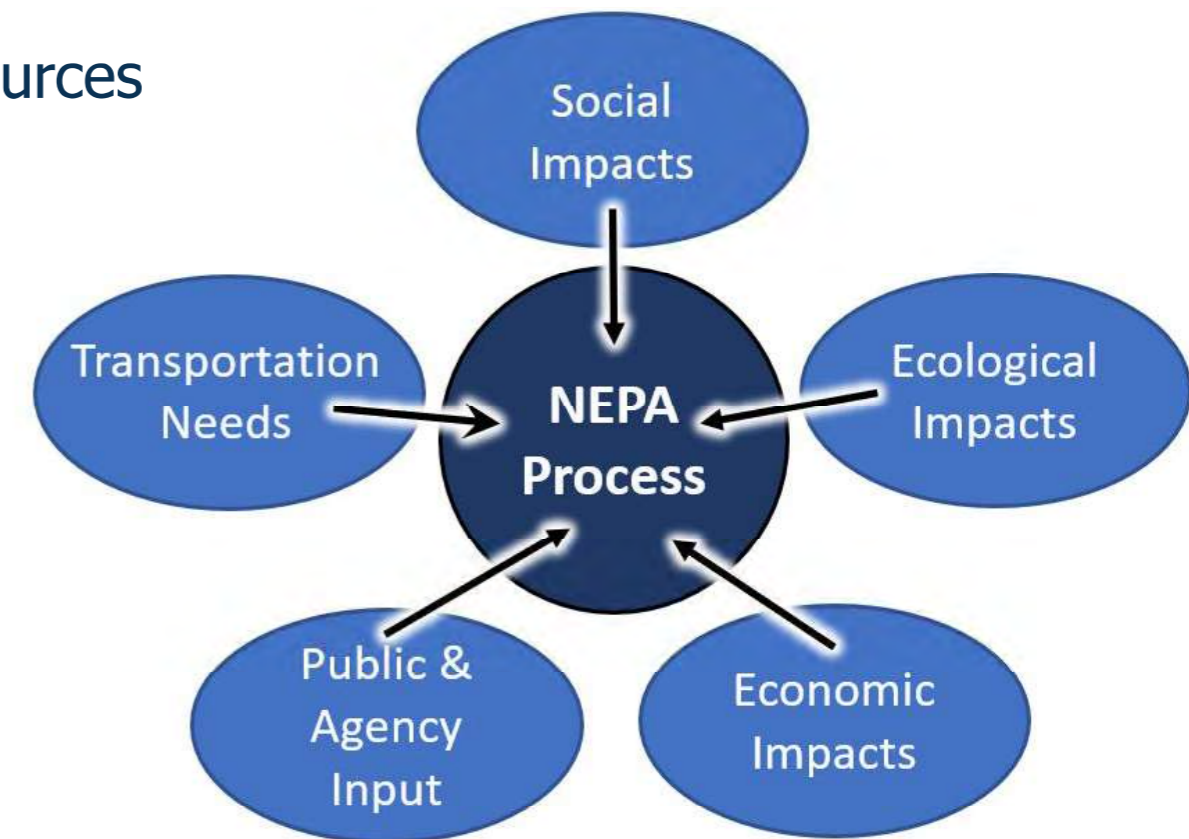
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Environmental Assessment



The **National Environmental Policy Act** (NEPA) requires federal agencies to assess the environmental impact of their actions before making decisions.

- Air Quality & Noise
- Constructability
- Construction Schedule
- Drainage & Floodplains
- Hazardous Materials
- Historic Properties
- Project Cost
- Project Length
- Land Use
- Trails & Recreational Resources
- Right-of-Way
- Safety
- Socio-Economic Impacts
- Traffic Control & Access
- Water Quality
- Wetland Impacts
- Utility Impacts
- Threatened and Endangered Species



Purpose & Need



NEPA is a decision-making process guided by the Purpose and Need for the project.

- **Project Purpose**

- Accommodate future mobility in North Sioux City by reducing expected roadway congestion along the Northshore Drive.
- Fulfill the federally mandated funding requirements for the project:
"...to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off of the existing Northshore Drive."

- **Project Needs**

- **Reduce Congestion** – Achieve Level of Service B or better on Northshore Drive. Currently Level of Service C and anticipated Level of Service D in 2045.
- **Legislative Mandate** – Complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive. In 2022 Federal Omnibus Bill.

Evaluation Summary



ALTERNATIVE 1

- **Advantages:**

- Lower construction cost
- Less ROW acquisition
- Faster travel time and less delay
- More likely to be utilized for travel to school due to being fastest route
- Less impacts to farmland
- Lower impacts to wetlands
- More public comments in support

- **Disadvantages:**

- More ROW required from Section 4(f) Dakota Valley Schools property

ALTERNATIVE 2

- **Advantages:**

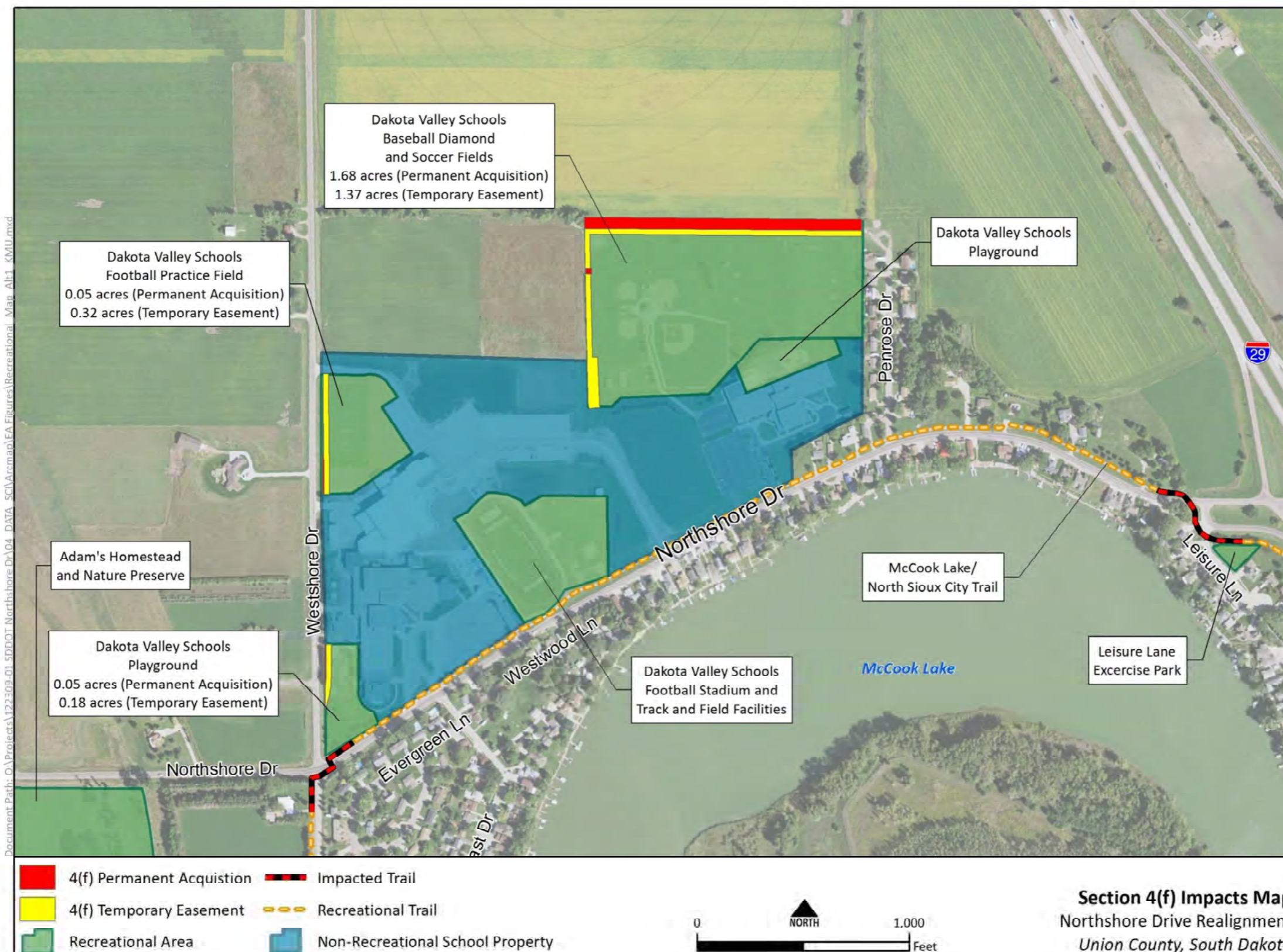
- Less ROW required from Section 4(f) Dakota Valley Schools property

- **Disadvantages:**

- Higher construction cost
- More ROW Acquisition
- Slower travel time with more delay
- Less likely to be utilized for travel to school due to not being fastest route
- More impacts to farmland.
- Greater impacts to wetlands
- Fewer public comments in support

Build Alternative 1 = Preferred Alternative

Section 4(f) Resources



The project would result in a “use” of recreational resources.

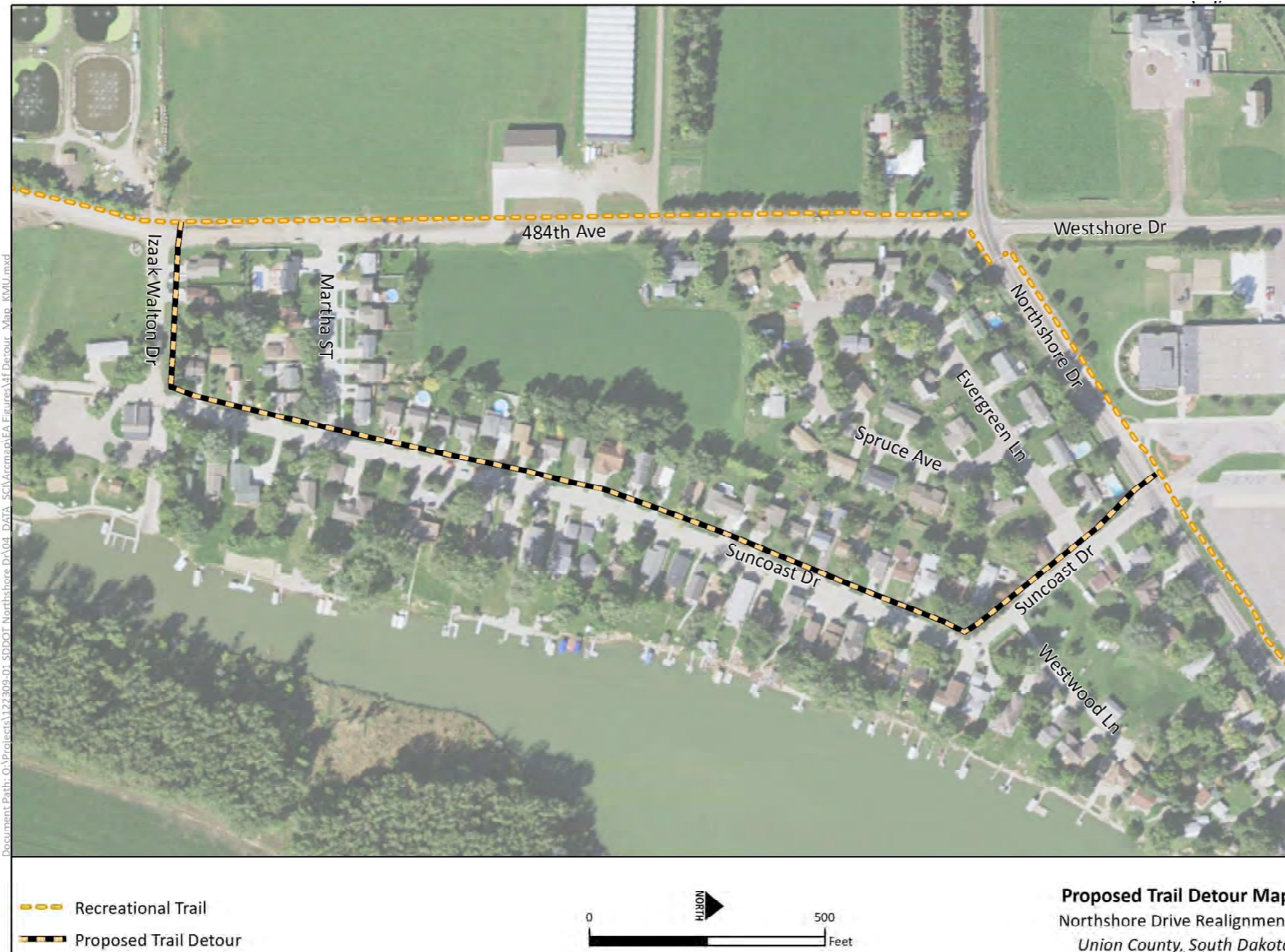
There would be temporary easements and permanent acquisition of Dakota Valley Schools property, but not within the contributing recreational features (e.g., soccer fields, baseball diamonds, etc.).

Portions of the McCook Lake/North Sioux City Trail would be temporarily unusable. Trail access would be maintained through phasing and the use of a pedestrian detour.

This figure shows the recreational resources in the project area and anticipated impacts.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Section 4(f) Resources



Pedestrian and bicycle trail access would be maintained throughout construction.

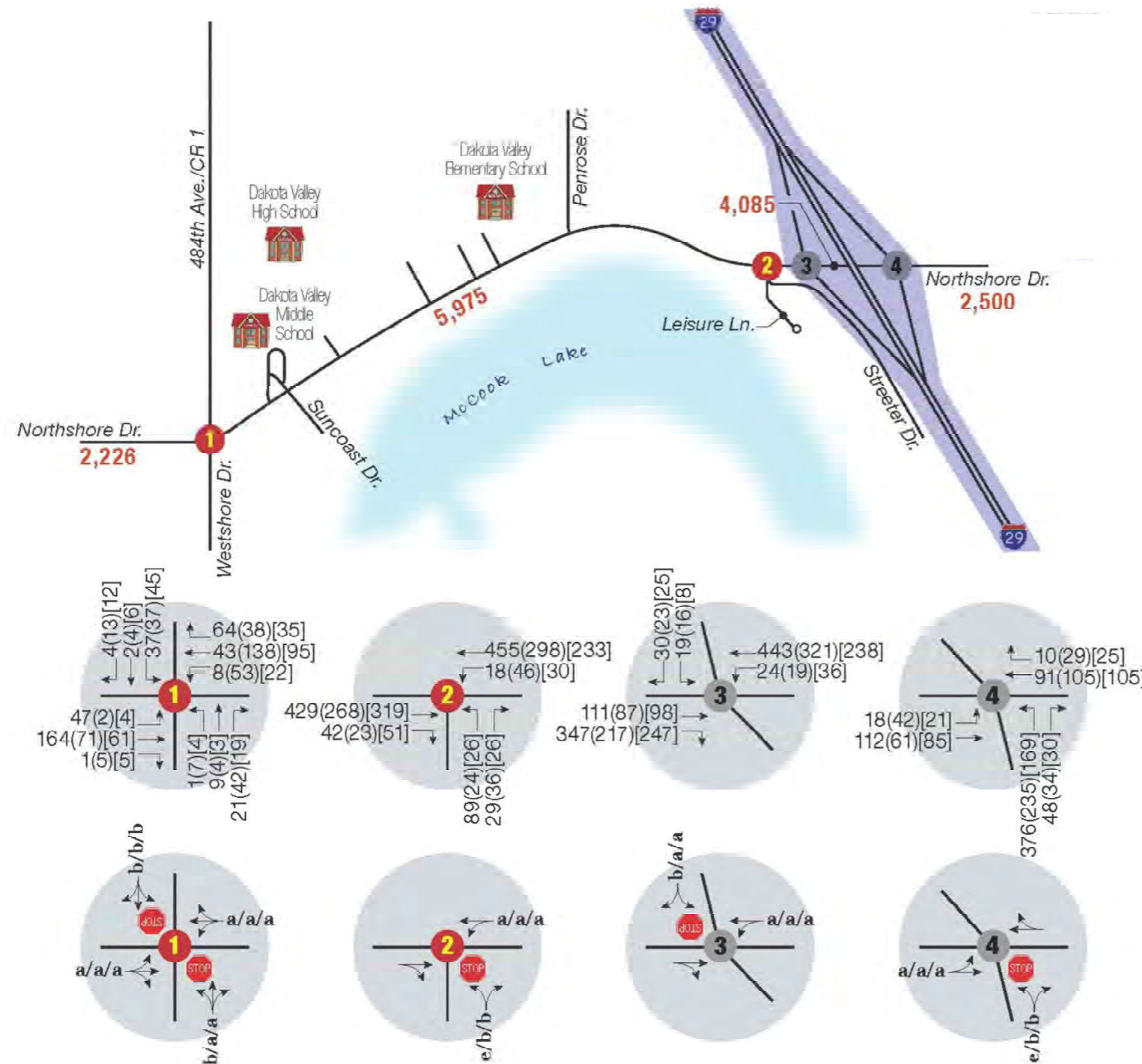
However, it may be limited at times.

Trail access would be maintained during construction through the use of a detour, temporary trail connections, and/or phasing.

This figure shows the proposed temporary pedestrian detour during construction of the Northshore Drive/Westshore Drive.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Existing Traffic Conditions



LEGEND

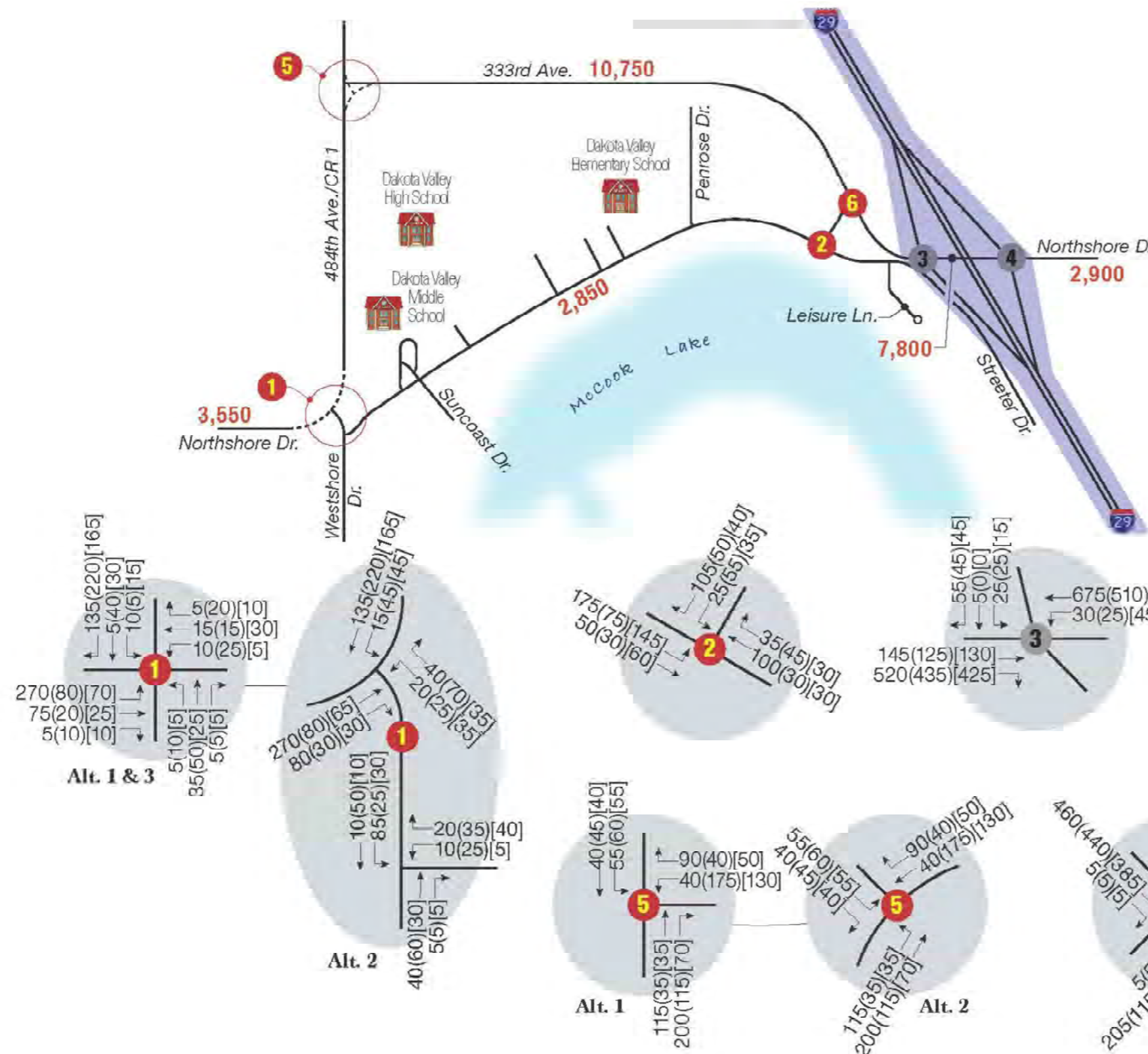
- XXX(XXX)[XXX] = AM(PM)[Dismissal] Peak Hour Traffic Volumes
- x/x/x = AM/PM/Dismissal Peak Hour Unsignalized Intersection Level of Service
- XXXX = Daily Traffic Volumes
- STOP = Stop Sign
- X = Study Intersection
- X = Supplemental Intersection
- Previous Studied

NOTE: Exit 4 Interchange Previously Studied in the SDDOT 2020 DCIS and currently being further studied as part of the I-29 Corridor.



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Future Traffic Volumes



LEGEND

XXX(XXX)[XXX] = AM(PM)[Dismissal] Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

X = Study Intersection

X = Supplemental Intersection

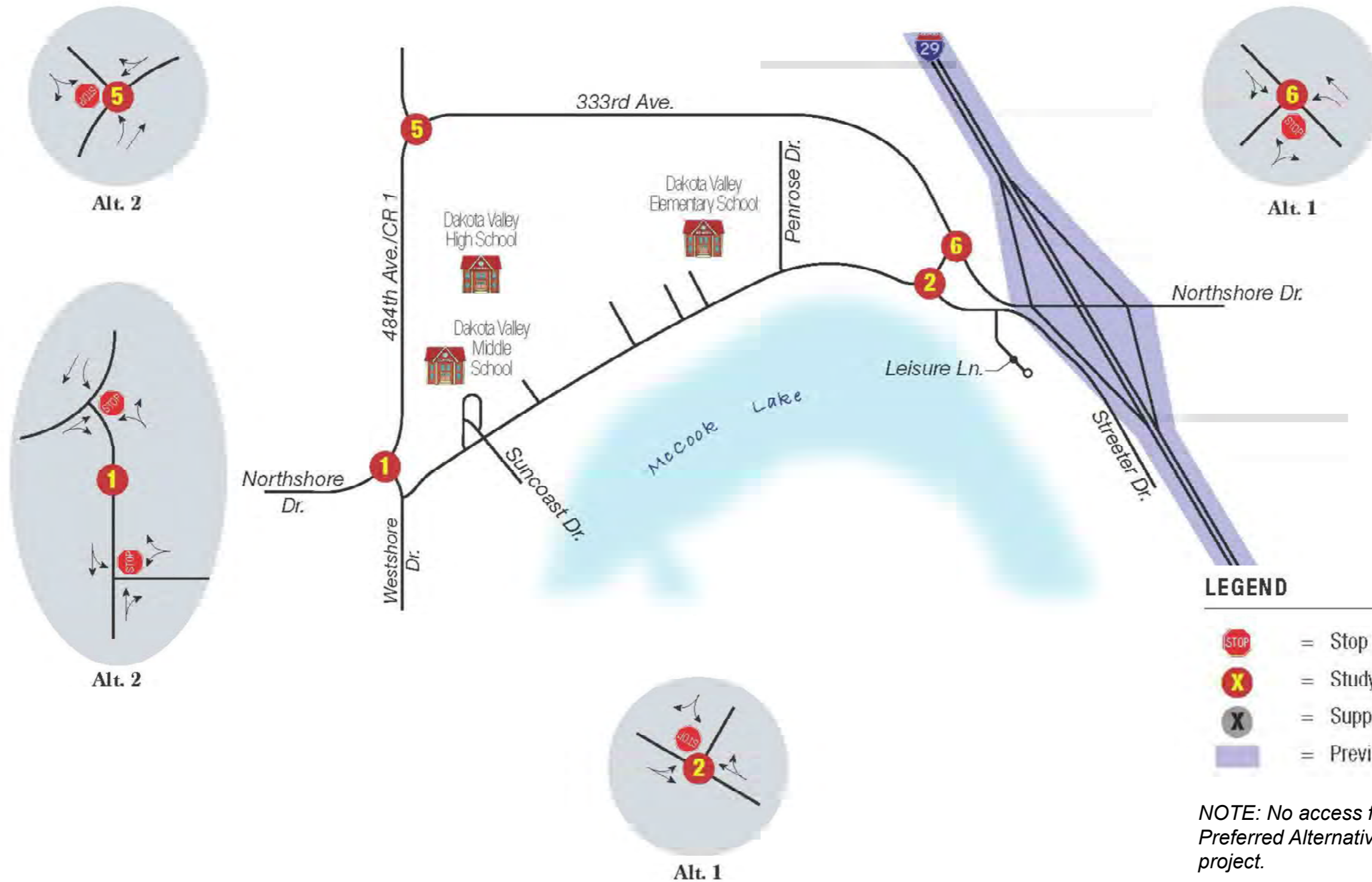
■ = Previously Studied

NOTE: No access from Penrose Drive to the Preferred Alternative is proposed as part of this project.







PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Preferred Alternative



LEGEND

-  = Stop Sign
-  = Study Intersection
-  = Supplemental Intersection
-  = Previously Studied

NOTE: No access from Penrose Drive to the Preferred Alternative is proposed as part of this project.



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HANDOUT



Northshore Bypass Environmental Assessment and Section 4(f) Evaluation

PUBLIC MEETING OPEN HOUSE – APRIL 15, 2025

North Sioux City Community Center, 5:30 - 7p.m.

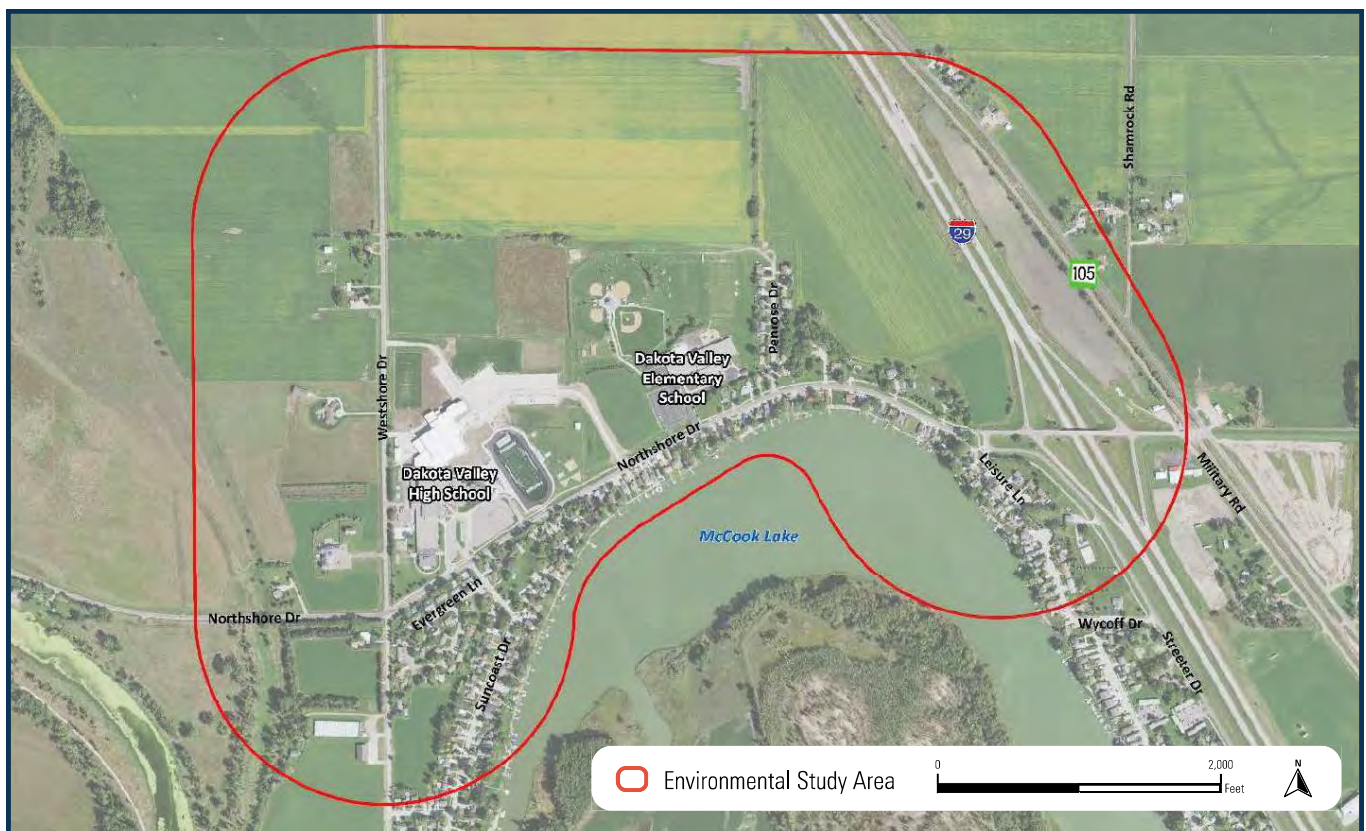
Project Information and Meeting Objectives

Welcome to the public meeting open house of the Northshore Bypass Environmental Assessment and Section 4(f) Evaluation. This project is proposing improvements to traffic operations along Northshore Drive including the potential for a new route.

As part of this multi-year project the Environmental Assessment (EA) is a comprehensive review of resources and impacts that may occur as part of the Northshore Bypass. Due to the presence of recreational and historic resources, an additional "Section 4(f)" evaluation is necessary. Now is the formal opportunity for public comments on the project.

The EA and Section 4(f) evaluation along with all accompanying appendices can be found online at <https://dot.sd.gov/doing-business/environmental/environmental-assessments/#northshore>.

The public comment period is open from April 3, 2025 through May 2, 2025. Comments will be reviewed and addressed as part of the determination of significance to be complete during the spring of 2025. Assuming a "finding of no significant impact" determination is made, the first signs of construction may be visible in spring of 2026. Major construction elements are expected to start in summer of 2026.

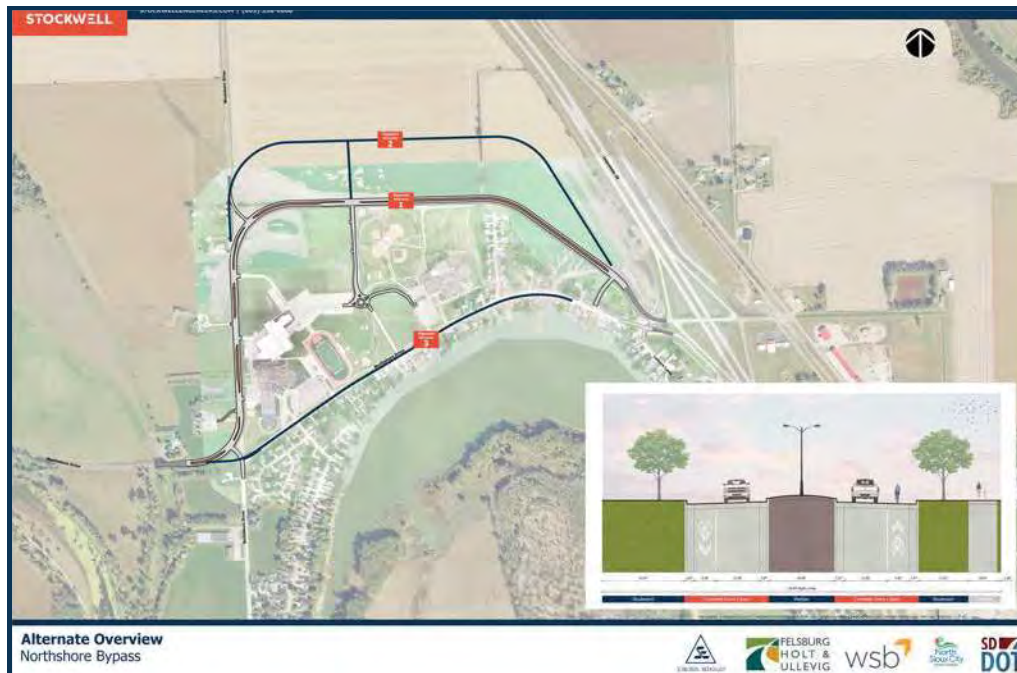


Northshore Bypass Environmental Assessment and Section 4(f) Evaluation

COMMENT PERIOD: APRIL 3, 2025 THROUGH MAY 2, 2025

Selection of Preferred Alternative

Three Alternatives were evaluated with the Environmental Assessment & Section 4(f) Evaluation: Build Alternative 1, Build Alternative 2, and the No Build Alternative. Build Alternative 1 was selected as the Preferred Alternative as it accomplishes the ability to meet the purpose and need, address the project goals, while fulfilling its statutory responsibilities, giving consideration to economic, environmental, technical, and other factors.



Advantages of Build Alternative 1

- Meets goal of providing a faster travel route than using the existing Northshore Drive to travel between Dakota Valley High School and the Northshore Drive/Streeter Drive intersection.
- Shortest distance and fastest travel route between the Northshore Drive/Streeter Drive intersection and Westshore Drive, resulting in less travel delay.
- Requires less ROW acquisition than Build Alternative 2.
- Lower construction costs than Build Alternative 2.
- Less conversion of farmland to non-farmland land uses and would not bisect the existing agricultural field.
- Would have lower wetland impacts than Build Alternative 2.
- Previous public involvement opportunities have shown public support of Build Alternative 1.

Advantages of Build Alternative 2

- Would require less ROW acquisition from the Dakota Valley Schools recreational areas than Build Alternative 1.

Contact Information:

Paula Huizenga
Project Manager
P: 605-773-6253 | E: paula.huizenga@state.sd.us

Visit the project website
to learn more!

<https://dot.sd.gov/doing-business/environmental/environmental-assessments/#northshore>



PRESENTATION



Northshore Drive Bypass Project – Public Meeting Open House

**April 15, 2025
5:30 to 7 p.m.**

North Sioux City Community Center



**Chad Huwe
Project Manager**

Project Team



U.S. Department
of Transportation
**Federal Highway
Administration**



DAL Appraisal
& Land Services

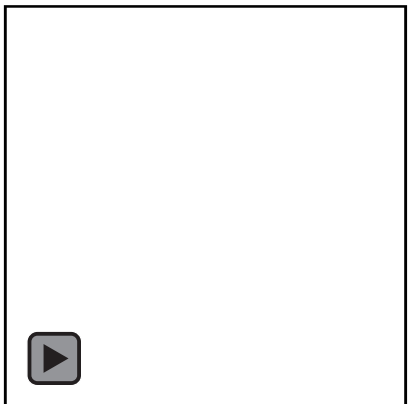
Project History



March 2022

- President signs Consolidated Appropriations Act of 2022.
 - Includes \$17,000,000 for North Sioux City Northshore Drive Realignment Project.
 - Sponsored by Senator Rounds.
 - The project purpose identified in the spending request approved by Congress is as follows:

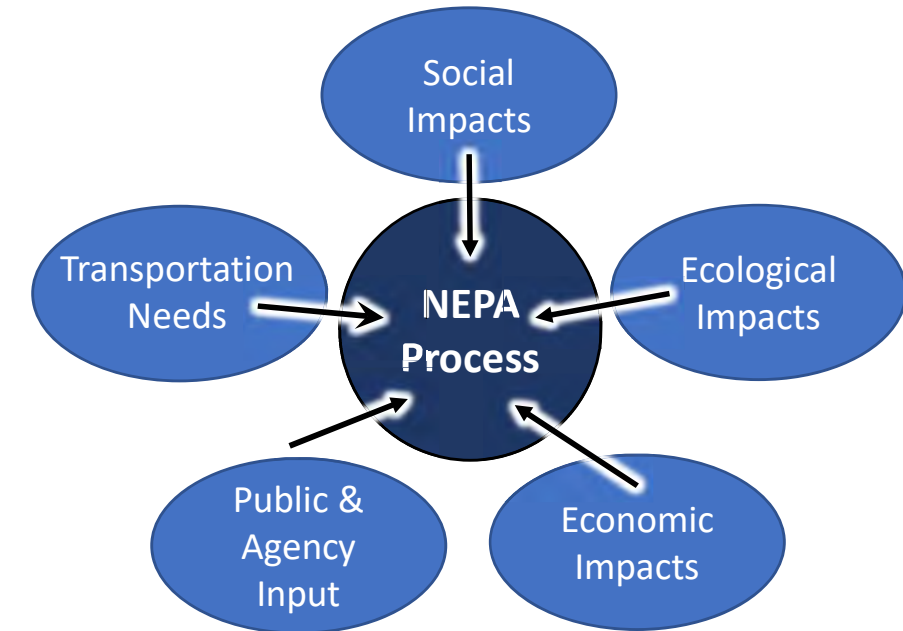
“...to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off of the existing Northshore Drive.”



Environmental Assessment

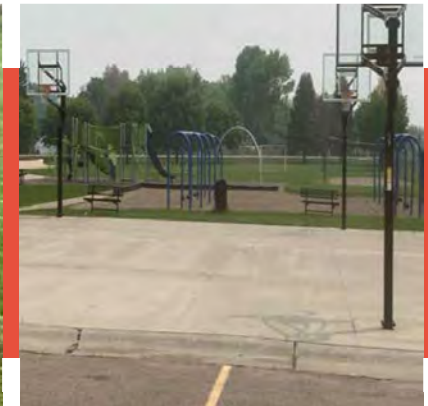


The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental impact of their actions before making decisions.



The NEPA Process incorporates:

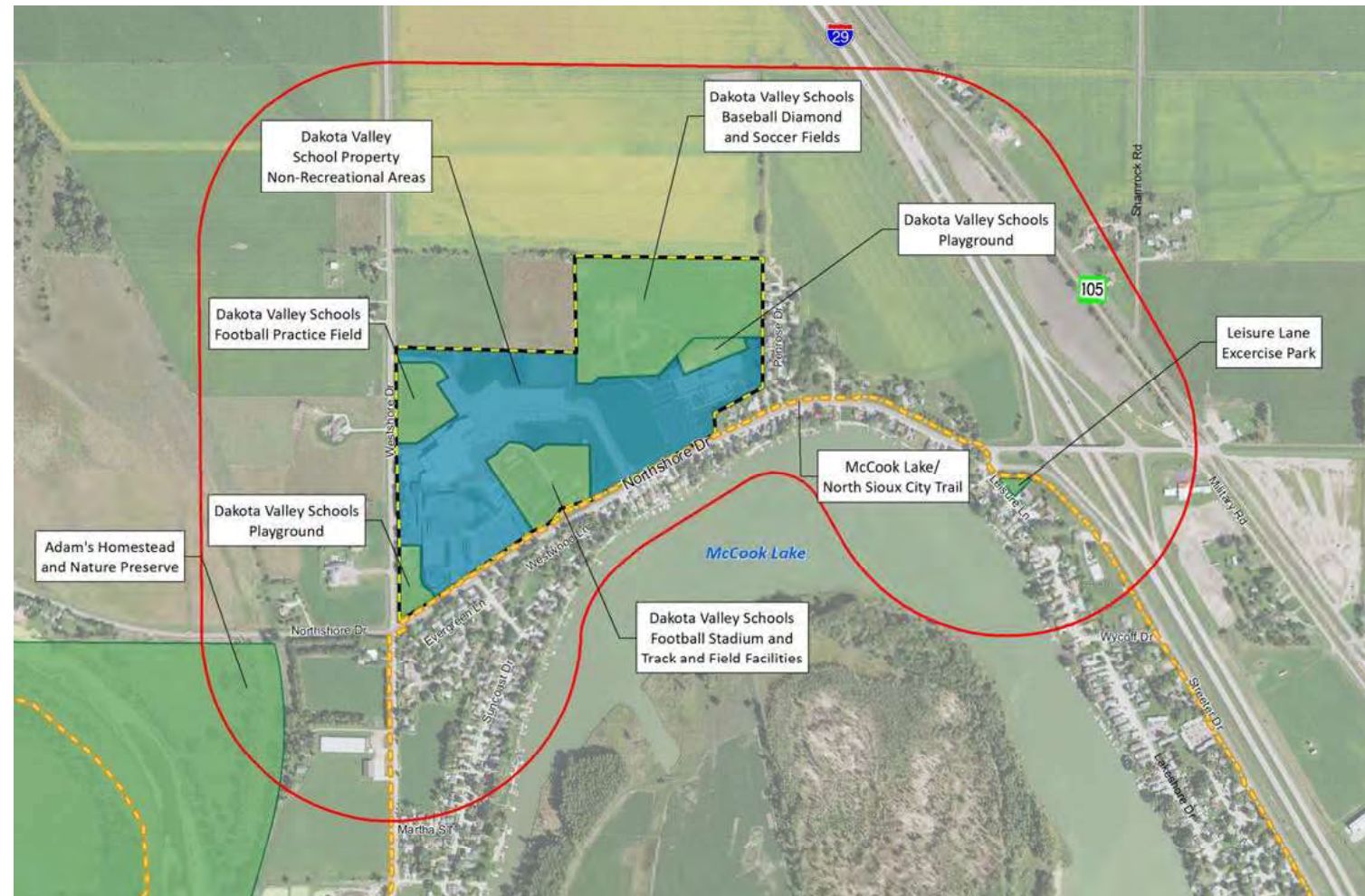
- Ecological Impacts
- Social Impacts
- Economic Impacts
- Transportation Needs
- Public & Agency Input



Section 4(f) Evaluation



- Section 4(f) of the US Department of Transportation Act of 1966
 - Applies to publicly owned parks, recreational lands, wildlife refuges, and historic sites
 - A “use” occurs when there is permanent incorporation or temporary occupancy
 - A *de minimis* finding can be made for impacts that are not adverse to the recreational attributes
-
- Dakota Valley Schools Recreational Areas
 - McCook Lake/North Sioux City Trail



Purpose and Need



NEPA is a decision-making process guided by the purpose and need for the project.

- **Project Purpose**

- Accommodate future mobility in North Sioux City by reducing the expected roadway congestion along the Northshore Drive.
- Fulfill the federally mandated funding requirements for the project:
 - “...to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off of the existing Northshore Drive.”



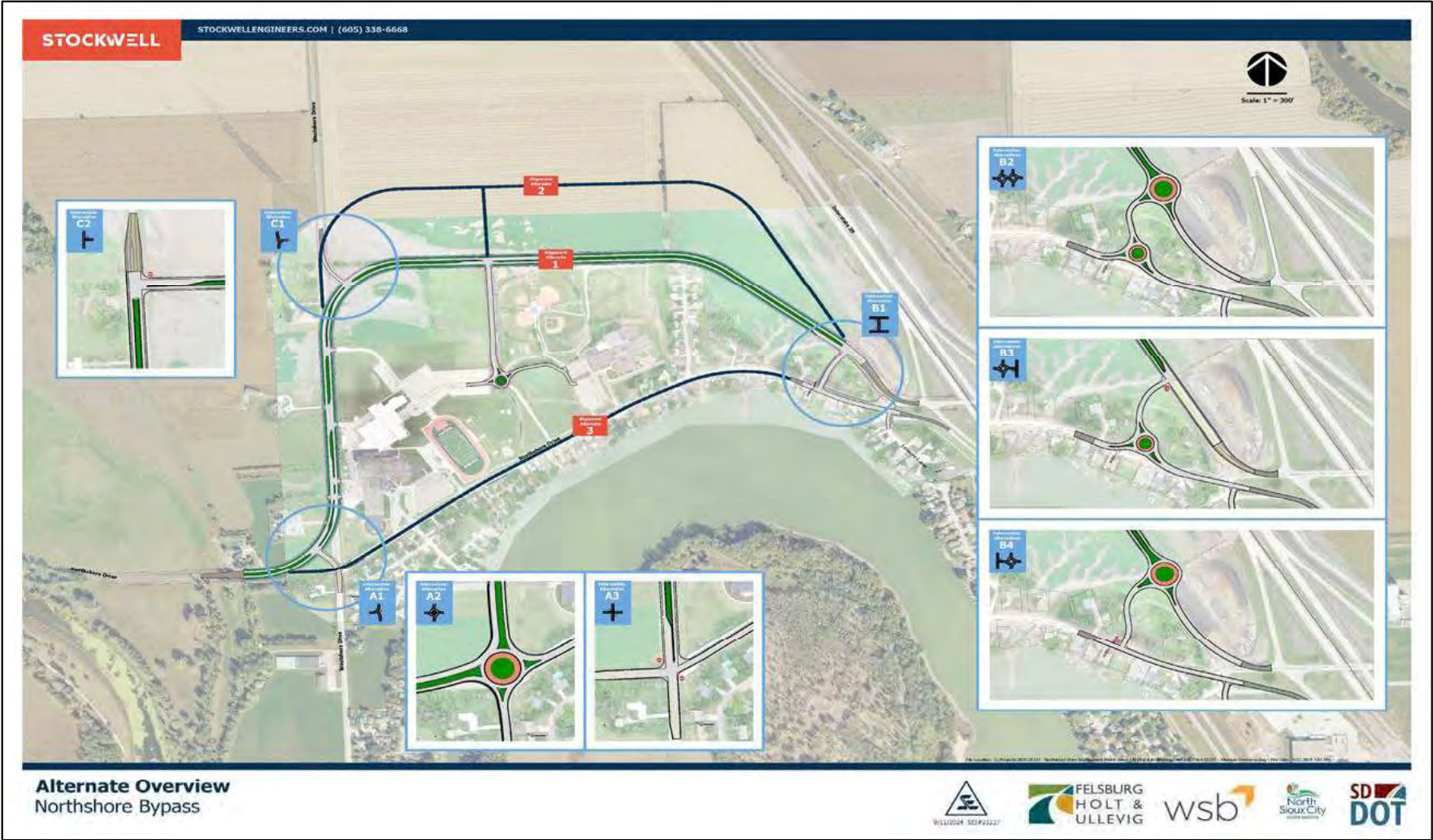
Purpose and Need



- **Project Needs**
 - **Reduce congestion** – Achieve Level of Service (LOS) B or better on Northshore Drive.
 - **Legislative Mandate** – Complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive.



Build Alternatives Evaluated



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



Environmental Considerations



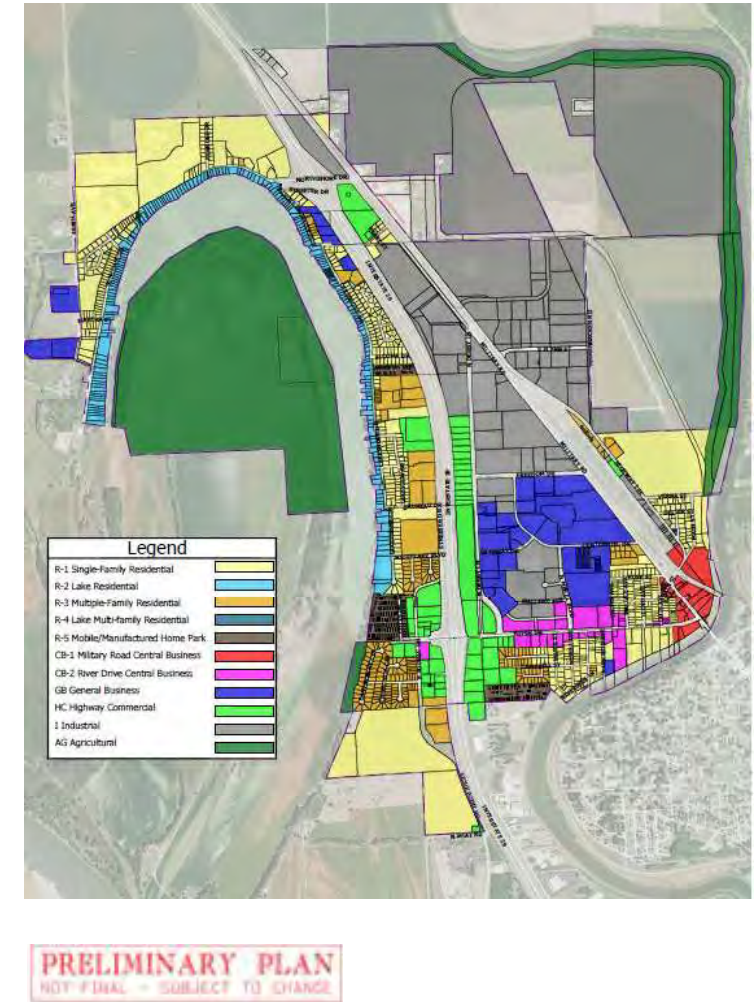
- Air Quality & Noise
- Constructability
- Construction Schedule
- Drainage & Floodplains
- Hazardous Materials
- Historic Properties
- Project Cost
- Project Length
- Land Use
- Right-of-Way
- Safety
- Socio-Economic Impacts
- Threatened and Endangered Species
- Traffic Control & Access
- Trails & Recreational Resources
- Water Quality
- Wetland Impacts
- Utility Impacts



Environmental Impacts



- **Land Use and ROW**
 - Alternative 1 – 16.46 acres of permanent ROW acquisition. Consistent with planned future land uses.
 - Alternative 2 – 19.30 acres of permanent ROW acquisition. Consistent with planned future land uses.
- **Bicyclists & Pedestrians**
 - Both Alternatives – addition of bike lanes, new sidewalk, and access-controlled route. Pedestrian detour and phasing will maintain trail access.
- **Socioeconomics**
 - Both Alternatives – reduced congestion, creation of new traffic corridor conducive to development. No residential or business relocations.



Environmental Impacts

- **Farmland**
 - Alternative 1 – conversion of 11.8 acres of protected farmland.
 - Alternative 2 – conversion of 17.0 acres of protected farmland.
- **Noise**
 - Alternatives – modeling indicates four nearby residences with noise impacts. Based on SDDOT criteria, noise abatement (e.g., noise walls) are not recommended.
- **Wetlands**
 - Alternative 1 – 0.003 acres of permanent wetland impacts.
 - Alternative 2 – 0.221 acres of permanent wetland impacts.
- **Water Quality**
 - Both Alternatives – no impacts to 303(d) impaired resources. Storm Water Pollution Prevention Plan will be implemented.



Environmental Impacts



- **Air Quality**
 - Both Alternatives – temporary, minor impacts during construction. No long-term adverse impacts expected.
- **Floodplain & Levees**
 - Both Alternatives – no impacts to FEMA designated floodplains or floodways.
- **Vegetation**
 - Alternative 1 – 39.6 acres of ground disturbance, lower potential for introducing noxious weeds.
 - Alternative 2 – 46.0 acres of ground disturbance, higher potential for introducing noxious weeds.
- **Threatened & Endangered Species**
 - Both Alternatives – tree-clearing in suitable northern long-eared bat habitat. Not likely to adversely affect the species with mitigation (e.g., clearing trees out of the active season).



Environmental Impacts



- **Cultural Resources**
 - Both Alternatives – avoids all impacts to historic properties and archeological sites potentially eligible for the National Register of Historic Places.
- **Contaminated Materials**
 - Both Alternatives – low potential for encountering contaminated soil or groundwater.
- **Recreational Resources – Section 4(f) & Section 6(f)**
 - Alternative 1 – 1.78 acres of permanent acquisition from Dakota Valley Schools near recreational areas. The McCook Lake/North Sioux City Trail will be impacted due to reconstruction of intersections.
 - Alternative 2 – 0.12 acres of permanent acquisition from Dakota Valley Schools near recreational areas. The McCook Lake/North Sioux City Trail will be impacted due to reconstruction of intersections.



Environmental Impacts



- **Temporary Construction Impacts**
 - Both Alternatives – temporary restrictions of construction of roadway tie-ins, etc. would be minimized with phasing.
- **Provisions of Access**
 - Both Alternatives – access to all residences and business would be maintained with phasing of construction.
- **Anticipated Construction Cost**
 - Alternative 1 – estimated \$22,121,272.
 - Alternative 2 – estimated \$24,608,343.
- **Travel Time**
 - Alternative 1 – 1.83 minutes between east-west termini.
 - Alternative 2 – 2.12 minutes between east-west termini.



Evaluation Summary



ALTERNATIVE 1

- **Advantages:**
 - Lower construction cost
 - Less ROW acquisition
 - Faster travel time and less delay
 - More likely to be utilized for travel to school due to being fastest route
 - Less impacts to farmland
 - Lower impacts to wetlands
 - More public comments in support
- **Disadvantages:**
 - More ROW required from Section 4(f) Dakota Valley Schools property

ALTERNATIVE 2

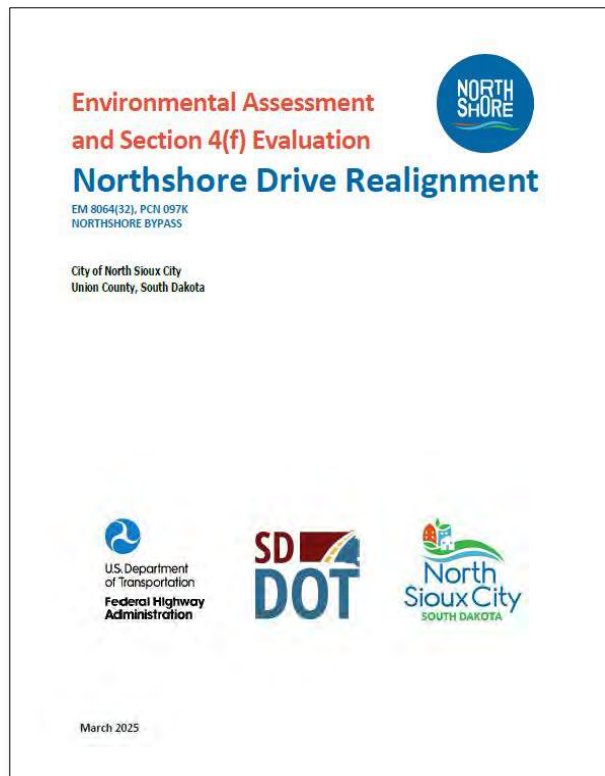
- **Advantages:**
 - Less ROW required from Section 4(f) Dakota Valley Schools property
- **Disadvantages:**
 - Higher construction cost
 - More ROW Acquisition
 - Slower travel time with more delay
 - Less likely to be utilized for travel to school due to not being fastest route
 - More impacts to farmland
 - Greater impacts to wetlands
 - Fewer public comments in support

Build Alternative 1 = Preferred Alternative

Environmental Assessment

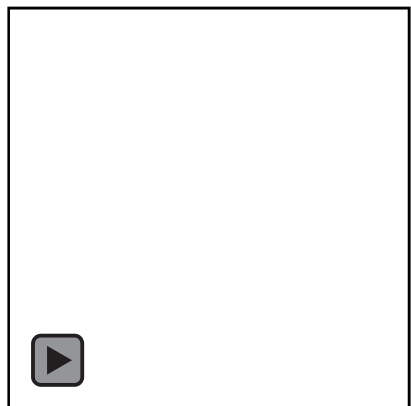


The Environmental Assessment is available for review at:
City Hall - 504 River Drive, North Sioux City, SD 57049



And Online at:

www.NorthshoreBypass.com



Public Comments



www.NorthshoreBypass.com

Submit Your Comments

- Name
- Email Address
- Remarks

Project Updates

Overview of Alternates

Paula Huizenga, SDDOT Project Manager

605-773-6253

Paula.Huizenga@state.sd.us

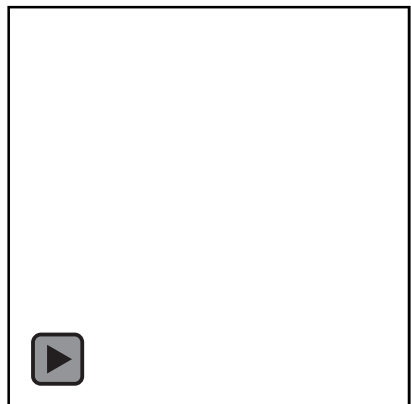
Chad Huwe, Stockwell Project Manager

605-338-6668

chuwe@stockwellengineers.com



**Scan to Leave a Comment
or View Project Website**



PRESENTATION SCRIPT



- Hello. I am Chad Huwe with Stockwell Engineers.
- Welcome to the public information meeting and open house for the Northshore Drive Bypass Project.
- The primary purpose of this meeting is to present the environmental assessment and Section 4(f) statement and to receive public feedback. From this point forward, I will refer to the environmental assessment and 4(f) statement as the EA. The EA presents the alternatives evaluated, impacts identified, and proposed mitigation measures for

the project. These are based on social, economic, and environmental analyses conducted for the project.

- I hope each of you were able to sign in at the welcome table when you entered the building. If you did not, then please do so after the presentation. Thank you for taking the time to be here tonight.

Project Team



DAL Appraisal
& Land Services

- The project team includes the South Dakota Department of Transportation, the Federal Highway Administration, the City of North Sioux City, and Stockwell Engineers.
- Stockwell's team includes Felsburg Holt & Ullevig, WSB, and DAL Appraisal and Land Services.

Project History



March 2022

- President signs Consolidated Appropriations Act of 2022.
 - Includes \$17,000,000 for North Sioux City Northshore Drive Realignment Project.
 - Sponsored by Senator Rounds.
 - The project purpose identified in the spending request approved by Congress is as follows:

"...to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off of the existing Northshore Drive."



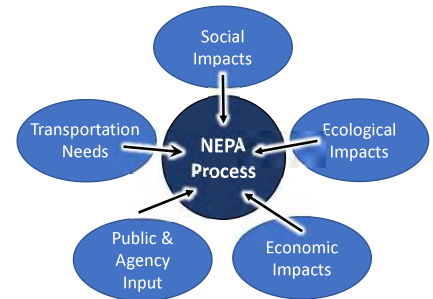
- This project was initiated in March of 2022 when President Biden signed the Consolidated Appropriations Act of 2022.
- After discussions with the City of North Sioux City, Senator Mike Rounds sponsored the \$17 million dollar project.
- The spending request was made to fund a realignment to bypass Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off the existing Northshore

Drive.

Environmental Assessment



The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental impact of their actions before making decisions.



The NEPA Process incorporates:

- Ecological Impacts
- Social Impacts
- Economic Impacts
- Transportation Needs
- Public & Agency Input



- Since the project is federally funded, the project must follow the National Environmental Policy Act of 1969, or NEPA.
- NEPA requires federal agencies to assess the environmental impact of their actions before making decisions.
- The NEPA process incorporates ecological, social, and economic impacts, transportation needs, and public and agency input. This process promotes balancing environmental impacts with other needs by defining procedural requirement for all federal

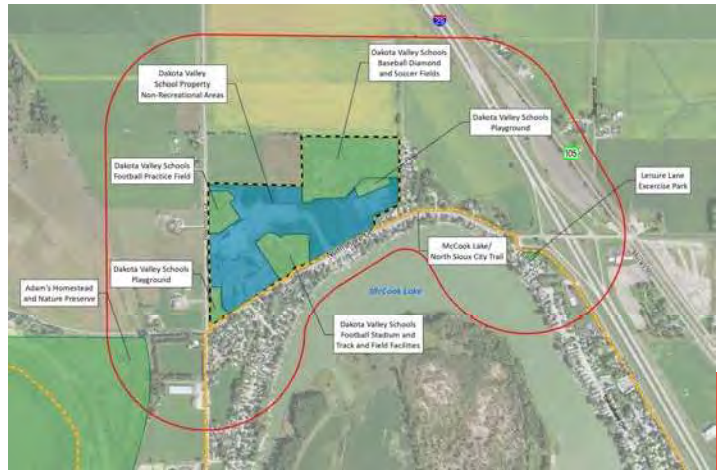
government agencies, including the Federal Highway Administration. As a recipient of federal funding the City of North Sioux City is required to disclose statements of the environmental effects of any proposed project.

Section 4(f) Evaluation



- Section 4(f) of the US Department of Transportation Act of 1966
- Applies to publicly owned parks, recreational lands, wildlife refuges, and historic sites
- A “use” occurs when there is permanent incorporation or temporary occupancy
- A *de minimis* finding can be made for impacts that are not adverse to the recreational attributes

- Dakota Valley Schools Recreational Areas
- McCook Lake/North Sioux City Trail



- In Conjunction with the Environmental Assessment, a Section 4(f) Evaluation is being conducted. Section 4(f) of the US Department of Transportation Act of 1966 applies to publicly owned parks, recreational lands, wildlife refuges, and historic sites. It applies to any projects that receive funding or require approval by an agency of the U.S. DOT.
- A “use” of a Section 4(f) property occurs when land is permanently incorporated into a transportation project, or if there is temporary occupancy of that

resource.

- Impacts may be determined to be de minimis if (1) the activity does not adversely affect the activities, features, or attributes that qualify the resources for protection under Section 4(f); (2) the public has been afforded an opportunity to review and comment; and (3) the official with jurisdiction over the property concurs in writing that the project is de minimis.
- Permanent acquisition and temporary occupancy are anticipated from recreational areas on the Dakota Valley Schools property. Due to the reconstruction of intersections, portions of the McCook Lake/North Sioux City Trail would be also be temporarily impacted. A de minimis finding is proposed for these impacts which are discussed later in this presentation.

Purpose and Need



NEPA is a decision-making process guided by the purpose and need for the project.

- **Project Purpose**

- Accommodate future mobility in North Sioux City by reducing the expected roadway congestion along the Northshore Drive.
- Fulfill the federally mandated funding requirements for the project:
"...to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off of the existing Northshore Drive."



- The NEPA process relies on a project decision-making process guided by the project's purpose and need.
- The purpose of this project is twofold; to accommodate future mobility in North Sioux City by reducing the expected roadway congestion along Northshore Drive and to fulfill the federally mandated funding requirements for the project, which is to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake

off the existing Northshore Drive.

Purpose and Need



- **Project Needs**

- **Reduce congestion** – Achieve Level of Service (LOS) B or better on Northshore Drive.
- **Legislative Mandate** – Complete a realignment, bypass project to route farm, school, and residential traffic off the existing Northshore Drive.



- The need for this project is to reduce congestion and to fulfill the legislative mandate.
- This project is needed to achieve an acceptable level of service along Northshore Drive, defined as a level of service B or better.
- Level of service is a qualitative measure that describes the operating conditions on a roadway, considering factors like speed, travel time, freedom to maneuver, traffic interruptions, and driver comfort.
- Level of service is described with a letter

designation of A, B, C, D, E, or F.

- Level of service A represents uninterrupted traffic flow and level of service F represents a breakdown of traffic flow with noticeable congestion and delay.
- The South Dakota Department of Transportation identified level of service B as acceptable for this type of road.
- The other need is to fulfill the legislative mandate to construct a bypass project.

Build Alternatives Evaluated



- During preliminary design and the environmental review, an alternatives analysis and screening process was completed to evaluate alignment, intersection, and cross section alternatives.
- In addition to the No Build Alternative, three alternative concepts were identified for evaluation in the Northshore Drive Realignment Alternatives Analysis.
- Alternative 1 is on the north side of the school campus.
- Alternative 2 is approximately 650 feet north of

Alternative 1, and

- Alternative 3 is widening the existing Northshore Drive
- Alternative 3 was eliminated because it would result in the longest travel time, has greater property impacts, a construction cost three times higher than the other alternatives, and it does not meet the purpose and need for the project.
- T-intersections and roundabouts were evaluated, but were eliminated because of safety concerns, additional property impacts, and inexperience with roundabouts.
- Cross-section alternatives evaluated included a two-lane section, which is one lane in each direction and a three-lane section, which is one lane in each direction with a continuous center turn lane.
- These alternatives were eliminated because of the level of service associated with a two-lane section and the safety benefits associated with a median instead of a continuous turn lane.
- The cross-section recommendation is a three-lane section with a median and left turn lanes at the major intersections.

Environmental Considerations



- Air Quality & Noise
- Constructability
- Construction Schedule
- Drainage & Floodplains
- Hazardous Materials
- Historic Properties
- Project Cost
- Project Length
- Land Use
- Right-of-Way
- Safety
- Socio-Economic Impacts
- Threatened and Endangered Species
- Traffic Control & Access
- Trails & Recreational Resources
- Water Quality
- Wetland Impacts
- Utility Impacts



- Several environmental considerations, including economic, social, and biological impacts, were evaluated for the No Build, Alternative 1 and Alternative 2, and documented in the EA.
- The results are summarized on the following slides.

Environmental Impacts



- **Land Use and ROW**
 - Alternative 1 – 16.46 acres of permanent ROW acquisition. Consistent with planned future land uses.
 - Alternative 2 – 19.30 acres of permanent ROW acquisition. Consistent with planned future land uses.
- **Bicyclists & Pedestrians**
 - Both Alternatives – addition of bike lanes, new sidewalk, and access-controlled route. Pedestrian detour and phasing will maintain trail access.
- **Socioeconomics**
 - Both Alternatives – reduced congestion, creation of new traffic corridor conducive to development. No residential or business relocations.



- Right of way is the land required for the construction, operation, and maintenance of the transportation facility. Regarding land use and additional right of way needed, Alternative 1 requires less land than Alternative 2.
- Both options impact bicyclists and pedestrians and socioeconomics equally.

Environmental Impacts



- **Farmland**
 - Alternative 1 – conversion of 11.8 acres of protected farmland.
 - Alternative 2 – conversion of 17.0 acres of protected farmland.
- **Noise**
 - Alternatives – modeling indicates four nearby residences with noise impacts. Based on SDDOT criteria, noise abatement (e.g., noise walls) are not recommended.
- **Wetlands**
 - Alternative 1 – 0.003 acres of permanent wetland impacts.
 - Alternative 2 – 0.221 acres of permanent wetland impacts.
- **Water Quality**
 - Both Alternatives – no impacts to 303(d) impaired resources. Storm Water Pollution Prevention Plan will be implemented.



- Alternative 1 has less impact on current farmland.
- Regarding noise, mitigation measures such as noise walls are not recommended with either alternative.
- The permanent wetland impacts are less with Alternative 1.
- Regarding water quality, neither alternative impacts impaired resources.

Environmental Impacts



- **Air Quality**
 - Both Alternatives – temporary, minor impacts during construction. No long-term adverse impacts expected.
- **Floodplain & Levees**
 - Both Alternatives – no impacts to FEMA designated floodplains or floodways.
- **Vegetation**
 - Alternative 1 – 39.6 acres of ground disturbance, lower potential for introducing noxious weeds.
 - Alternative 2 – 46.0 acres of ground disturbance, higher potential for introducing noxious weeds.
- **Threatened & Endangered Species**
 - Both Alternatives – tree-clearing in suitable northern long-eared bat habitat. Not likely to adversely affect the species with mitigation (e.g., clearing trees out of the active season).



- With both build alternatives, there will be temporary, minor impacts on air quality due to construction, but long-term adverse impacts are not expected.
- There will be no impacts to FEMA designated floodplains or floodways with either option.
- Alternative 1 will have less impact to existing vegetation.
- For threatened and endangered species, both build alternatives require tree clearing in suitable habitat for the northern long-eared bat; however,

neither option is expected to adversely affect the northern long-eared bat so long as tree clearing activity occurs out of the species' active season.

Environmental Impacts



- **Cultural Resources**
 - Both Alternatives – avoids all impacts to historic properties and archeological sites potentially eligible for the National Register of Historic Places.
- **Contaminated Materials**
 - Both Alternatives – low potential for encountering contaminated soil or groundwater.
- **Recreational Resources – Section 4(f) & Section 6(f)**
 - Alternative 1 – 1.78 acres of permanent acquisition from Dakota Valley Schools near recreational areas. The McCook Lake/North Sioux City Trail will be impacted due to reconstruction of intersections.
 - Alternative 2 – 0.12 acres of permanent acquisition from Dakota Valley Schools near recreational areas. The McCook Lake/North Sioux City Trail will be impacted due to reconstruction of intersections.



- Both alternatives avoid historic properties and archeological sites potentially eligible for the National Register of Historic Places and have low potential for encountering contaminated soil or groundwater.
- Regarding recreational resources, Alternative 2 requires less permanent acquisition from recreational areas at Dakota Valley Schools. However, neither alternative is expected to impact the recreational activities, features, or attributes that qualify the properties for protection under

Section 4(f). The McCook Lake/North Sioux City Trail would be impacted during the reconstruction of intersections, but access would be maintained through construction of temporary trail connections and use of a pedestrian detour. With mitigation, impacts to these resources are expected to be *de minimis*.

Environmental Impacts



- **Temporary Construction Impacts**
 - Both Alternatives – temporary restrictions of construction of roadway tie-ins, etc. would be minimized with phasing.
- **Provisions of Access**
 - Both Alternatives – access to all residences and business would be maintained with phasing of construction.
- **Anticipated Construction Cost**
 - Alternative 1 – estimated \$22,121,272.
 - Alternative 2 – estimated \$24,608,343.
- **Travel Time**
 - Alternative 1 – 1.83 minutes between east-west termini.
 - Alternative 2 – 2.12 minutes between east-west termini.



- With either alternative, temporary construction impacts will be minimized with phasing and access to all residences and business will be maintained with phased construction.
- The cost estimate of Alternative 1 is less and the travel time between the east and west ends is less with Alternative 1.

Evaluation Summary



ALTERNATIVE 1

- **Advantages:**
 - Lower construction cost
 - Less ROW acquisition
 - Faster travel time and less delay
 - More likely to be utilized for travel to school due to being fastest route
 - Less impacts to farmland
 - Lower impacts to wetlands
 - More public comments in support
- **Disadvantages:**
 - More ROW required from Section 4(f) Dakota Valley Schools property

ALTERNATIVE 2

- **Advantages:**
 - Less ROW required from Section 4(f) Dakota Valley Schools property
- **Disadvantages:**
 - Higher construction cost
 - More ROW Acquisition
 - Slower travel time with more delay
 - Less likely to be utilized for travel to school due to not being fastest route
 - More impacts to farmland
 - Greater impacts to wetlands
 - Fewer public comments in support

Build Alternative 1 = Preferred Alternative

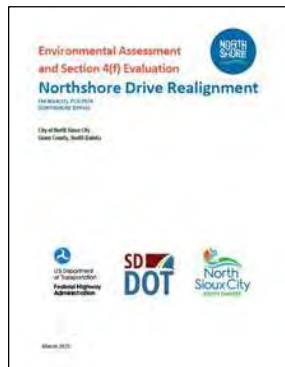
- This is an evaluation summary of Alternative 1 and Alternative 2.
- Based on the results of the evaluation, Alternative 1 is the Preferred Alternative.

Environmental Assessment



The Environmental Assessment is available for review at:

City Hall - 504 River Drive, North Sioux City, SD 57049



And Online at:

www.NorthshoreBypass.com



If you wish to review the Environmental Assessment, there is a copy available this evening. Additional copies are available for review by the public at City Hall or you can view the document at www.northshorebypass.com.

Public Comments

www.NorthshoreBypass.com

Submit Your Comments

- Name
- Email Address
- Remarks

Project Updates

Overview of Alternates

Paula Huizenga, SDDOT Project Manager
605-773-6253
Paula.Huizenga@state.sd.us

Chad Huwe, Stockwell Project Manager
605-338-6668
chuwe@stockwellengineers.com






Scan to Leave a Comment
or View Project Website

- The Environmental Assessment public comment period runs from Thursday, April 3, 2025 until Friday, May 2, 2025.
- Written comments can be made here tonight with the provided comment sheets or submitted online at www.northshorebypass.com. You can scan this code to access the website.
- Public comments and responses will be considered and included in the EA and Decision Document. The responses to public comment will be posted on the project website.

- Designs and plans may be advanced after a decision document is issued by the Federal Highway Administration. The EA and Decision Document will be available to the public when issued.
- Thank you for your interest in the project. Project team representatives are available to meet with you and discuss any questions or concerns you may have on the project in tonight's open house. We look forward to your comments and input!

PUBLIC COMMENTS

Northshore Drive Realignment Public Comments & Responses

Comments were received from twenty-three individuals. Three comments were received written at the public meeting. The remainder came through the website. Seven common themes were identified in the public comments and are described below. Examples of the types of comments falling under each theme are also summarized in the bullet points beneath each theme.

Following this summary, the individual comments and specific responses are included in a matrix, with the overarching topic(s) for the comment identified. Since some individual comments reference several topics, the responses generally have a separate paragraph responding directly to each individual topic.

Common Themes Identified in Public Comments

1. Support for the Project and Preferred Options

- **General Support for the Bypass and Road Improvements**
 - Comments expressing approval for the project, especially Option 1, focusing on improved traffic flow and safety around schools.
 - Some supported Option 2, requesting it be placed farther north away from homes and schools.
 - Expressions of gratitude and recognition that the project addresses longstanding issues.
-

2. Opposition to Project Overall, particularly Options 1 & 2

- **Concerns about Proximity to Residential Areas and Schools**
 - Comments about Option 1 placing the bypass close to residential neighborhoods, schools, and playgrounds.
 - Concerns that a bypass with a higher speed limit will worsen safety risks for young drivers, students, and local residents.
 - **Perceived Subjectivity in the Environmental Assessment Report**
 - Criticism that the Environmental Assessment (EA) report appears to be structured to favor Option 1.
 - Criticism over accident data, traffic volumes, and claims that the report underrepresents pedestrian and bicycle safety history.
 - **Opposition Rooted in Fiscal and Land Use Concerns**
 - Comments suggesting the bypass is a misuse of taxpayer funds
 - Confusion around funding sources for this project and funding to reconstruct Northshore Drive.
 - Sentiment that flood damage, drainage issues, and other infrastructure problems should be prioritized.
-

3. Support for Option 3 or Alternative Solutions

- **Rebuilding and Widening Existing Northshore Drive**

- Some commenters believe it will be more cost-effective, especially with FEMA funds to reconstruct the roadway.
 - Supporters of Option 3 think it will be safer and respectful of existing conditions.
 - Supporters argue that adding turn lanes, widening the road, and improving intersections would address the traffic issues without the need for a bypass.
 - Emphasis on leveraging FEMA funds to rebuild existing infrastructure post-flood.
 - Some commenters believe the federal funding for a “realignment, bypass” project could be used to improve the existing Northshore Drive.
 - **Non-Road Alternatives for Traffic Management**
 - Suggestions for creating truck route restrictions on Northshore Drive to reroute truck traffic on the existing network instead of building new roads.
-

4. Safety and Traffic Flow

- **Increased Speeds and Unprotected Intersections**
 - Beliefs that the bypass will increase speeds near schools and that unprotected left turns will become more dangerous.
 - Concerns over design elements like medians making local access more difficult to navigate and more unsafe.
 - **Skepticism that Safety and Traffic Flow Need Improvement**
 - Criticism that level of service is based on peak traffic times.
 - Skepticism that there is a need to improve pedestrian and bicyclist safety due to lack of incidents.
 - A belief that rear-end traffic collisions were overstated in the EA.
 - **Student Driver Safety**
 - Concerns that the proposed design does not adequately consider the safety of inexperienced student drivers.
-

5. Flooding, Drainage, and Environmental

- **Floodplain and Drainage Management Criticisms**
 - Comments highlighting that flood issues were not sufficiently addressed in the plans.
 - Lack of coordination with USACE.
 - Concern that the bypass will exacerbate flooding problems by altering existing drainage paths.
 - **Requests to Address Flood Damage First**
 - Calls to focus on fixing flood-related road damage and using this as an opportunity to realign and upgrade existing infrastructure on Northshore Drive.
 - **Other Environmental Issues**
 - Concern that the existing trail on Northshore Drive would be eliminated.
-

6. Process Transparency and Public Engagement

- **Requests to Extend the Public Comment Period**
 - Calls to extend the 30-day comment period due to the complexity and length of the EA report.

- Complaints about insufficient time for public review
 - **Claims of Lack of Transparency and Community Involvement**
 - Perception of lack of community engagement, and concerns that the project has been rushed through without transparent discussion.
 - Claims that project decisions were made without adequate consultation with impacted residents, especially those west of Northshore, and that residential development plans were not considered.
-

7. Infrastructure and Access

- **Access to Local Businesses, Homes, and Recreation**
 - Concerns that the proposed bypass and associated medians would hinder access to local businesses, recreational areas (like Adams Nature Preserve), and residents' homes.
 - Questions over snow removal, farm equipment maneuverability, and impact on property rights.
 - Questions on whether federal funds can be used to improve county roads or on school property.
 - Concerns about how large vehicles and trucks will turn around on Penrose Drive if the existing turn around loop is removed.

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
1	Support for the Project and Preferred Options	<i>This is a wonderful project which will create better traffic flow and safety around our schools. Option 1 seems to make the most sense. No roundabout!</i>	Thank you for submitting your comment which will be included in the administrative record for the project. We appreciate your time and participation in the project.
2	Support for the Project and Preferred Options	<i>I approve and support SDDOT's Northshore Bypass Project. I have reviewed the Environmental Assessment for SDDOT's Northshore Bypass Project and I support the findings in the document. The alternative that I support for SDDOT's Northshore Bypass is Alternative 1 because Alternative 1 will have less impacts to farmland.</i>	
3&4	Support for the Project and Preferred Options	<i>We want option #2. Option #1 would be too close to our homes!!!</i>	
5	Support for the Project and Preferred Options	<i>I would suggest choosing Option 2 going further north.</i>	
6	Infrastructure and Access Issues	<i>Concerns shared about the turn around on the north end of Penrose.</i>	The turn-around loop at the north end of Penrose Drive would be replaced with a hammerhead turnaround. A hammerhead turnaround, or T-shaped dead end, is a design feature at the end of a road that allows large vehicles to turn around using a three-point turn if necessary. This would mitigate the changes to the end of Penrose Drive due to the bypass and preserve the functionality of the existing conditions.
7	Infrastructure and Access Issues	<i>Concerned about access to second drive to shop. The current plan in unacceptable.</i>	During the public meeting, we discussed your driveway and your access needs regarding the shop building. The design team is developing options for access to the shop and will coordinate directly with you during final design. The timing for this would be within the next couple of months.
8	Safety and Traffic Flow Infrastructure and Access Issues	<i>Concerns about noise, speed limits, safety for playground, and turn around space for trucks and other vehicles. The turn around looks like it is cut in two.</i>	<p>A traffic noise analysis was completed in accordance with the South Dakota Department of Transportation's (SDDOT) Noise Analysis and Abatement Guidance (2023). The results of the analysis for both Build Alternatives, under conditions in year 2045, determined that noise levels would increase by 2-3 decibels (dBA) along Northshore Drive, Penrose Drive, and 333rd Avenue; however, noise levels would only approach or exceed the SDDOT's Noise Abatement Criteria, 66 dBA, at four receptors. As a result, noise abatement (such as a barrier) was analyzed at two locations relative to the four receptors per SDDOT's Noise Analysis and Abatement Guidance (2023). It was determined through the noise abatement analysis that criteria for reasonableness, cost per benefitted receptor, were not met and thus abatement should not be considered per the guidance.</p> <p>The design speed of the preferred alternative, Build Alternative 1, is 40 mph, except for the curve at the far west end of the project, which is 35 mph. The posted speed limit is still being determined but will follow the SDDOT minimum design criteria. It is anticipated that the posted speed limit will be 35 mph.</p> <p>Construction would occur along Westshore Drive adjacent to a Dakota Valley Schools playground. Temporary construction fencing would be installed along the proposed construction limits prior to the start of construction to protect the playground and the public. Additionally, project coordination meetings will be held with the Dakota Valley School district during final design.</p> <p>The turn-around loop at the north end of Penrose Drive would be replaced with a hammerhead turnaround. A hammerhead turnaround, or T-shaped dead end, is a design feature at the end of a road that allows large vehicles to turn around using a three-point turn if necessary. This would mitigate the changes to the end of Penrose Drive due to the bypass and preserve the functionality of the existing conditions.</p>
9	Support for the Project and Preferred Options Infrastructure and Access Issues	<i>While we still prefer the bypass to be located farther north, closer to Plan 2, we realize Plan 1 seems to be moving forward despite all the concerns expressed by residents on Penrose and others who are the most impacted by a bypass located so close to a residential neighborhood and school sports-fields where children are at play. As residents, we want to assure that there is adequate circular turning space, as there is now, on the north end of Penrose Dr. for vehicles such as garbage trucks, trailers, RV's, fire trucks, etc. Even 40 feet farther north would be more desirable. Please allow us some future input before the turn-around is finalized. We also hope to see good signage so drivers are aware that Penrose is not a thru-street. We appreciated a good preliminary chat with [Stockwell] about the turn-around.</i>	Based on advantages compared to disadvantages and impacts discussed in the EA, Build Alternative 1 has been selected as the preferred alternative for the realignment project. The turn-around loop at the north end of Penrose Drive would be replaced with a hammerhead turnaround. A hammerhead turnaround, or T-shaped dead end, is a design feature at the end of a road that allows large vehicles to turn around using a three-point turn if necessary. This would mitigate the changes to the end of Penrose Drive due to the bypass and preserve the functionality of the existing conditions.

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
10	Process Transparency and Public Engagement Support for Option 3 or Alternative Solutions	<p><i>We're requesting the Northshore Drive Realignment comment period be extended one month because the Environmental Assessment report (report) is such a large document covering many topics and issues with new or different information than has not been previously provided.. As lay people who have never been involved with this process before our assumption was a report dealt with environmental issues such as water, wetlands, endangered species, etc. but instead we've learned the report contains much wider, diverse topics that include social and economic considerations and states public involvement as part of the decision-making process. The report's release was delayed several months ago to allow the authors extra time to prepare this lengthy report, so it seems only fair and reasonable to allow the public extra time to review and make public comments. The public, individuals, generally work full-time with only evenings and weekends to review. The report is 94 pages with 4 solid pages of just references, and 30 days is not enough time for the public to review the report and digest the report or the references, and make comments that are to be used in the decision making process. The report has many statements and data that have not been previously stated or provided with some statements inaccurate or misleading, and it takes time to understand, comprehend and verify. In addition there are statements made are very subjective and made to support the project starting with the following: Project Background: The Dakota Valley school district sued Union County when the County denied the school district a permit to build a new access because the number existing driveways to the school. Ultimately the suit was settled when the County paid the City of North Sioux City to take ownership of Northshore Drive and the City then allowed the new school access to be built.</i></p> <p><i>The City does not enforce parking regulations along Northshore Dr. The reported number of rear end collisions is not consistent with previous reported accidents along Northshore. The comment “there are no immediate projects planned or development platted” is at best a disingenuous statement. DV Estates is a planned 55 single home residential development on 20 acres adjacent to the school on the north. Faster travel time advantages to build alternative 1 is only relevant during school drop off and pick up times, otherwise the current route on Northshore is faster. Build alternative 3 needs to be reconsidered as with FEMA flood reconstruction of Northshore with widening and school turning lanes will provide shortest distance and shortest times with resolved delays at school times. The mandate states realignment, bypass which interpretation allows some flexibility regarding option #3 prior elimination due to flood damage. Needs to be explained how federal earmarked funds can be used to build improvements on school property. Environmental report is not objective and is utilizing subjective information to solely support the narrative of Option #1.</i></p>	<p>The EA is a comprehensive document that evaluates the potential impacts the proposed action and alternatives may have on both the human and natural environment. Public involvement is also a critical component of the decision-making process. As this is a federal action, public availability of this EA and the comment period was performed in accordance with FHWA requirements (23 CFR 771.119). These requirements involve making the EA available for public inspection for a 30-day period in both digital and hard copy formats, providing notices of availability, and inviting comments from all interested parties during the availability period. The 30-day comment period that corresponded with the public release of the Northshore Drive Realignment EA began April 3rd with the media release, mailer to stakeholders, and the publication in the Dakota Dunes/North Sioux City Times, and ended May 2nd. Public comments are being considered and responded to prior to a final determination on whether to issue a Finding of No Significant Impact (FONSI). FHWA requires the document size to be sufficient to describe the impacts of an undertaking to determine none would rise to the extent that an Environmental Impact Statement is required. The EA shared for public comment follows FHWA document size requirements.</p> <p>Thank you for your comments on the history regarding the previous ownership of Northshore Drive by Union County. The existing conditions driving the need for the project and the requirements of the congressionally approved funding for the project remain.</p> <p>Regarding parking violations along Northshore Drive, these are a matter for local law enforcement and should be reported accordingly.</p> <p>The total of 17 rear-end crashes cited in Section 1.2 (page 1) of the EA is accurate and consistent with what was determined in the traffic study for the project (Appendix A). Section 6.1 (page 38) of the traffic study states that "...all 9 of the intersections related crashes and 8 of the 12 segment related crashes were rear-end type crashes." Additionally, Table 2-5 and Table 2-8 in the traffic study identify 9 and 8 rear-end crashes, respectively, for a total of 17 rear-end crashes.</p> <p>The residential development mentioned is discussed in the EA on page 29 (Section 3.1.2 Future Land Use and ROW Needs). This section discusses conceptual plans in the area and states the following:</p> <p>"These land use plans are conceptual, and with one exception, there are no plans for development at this time. The exception is the parcel located north of the Dakota Valley High School and west of the Dakota Valley Baseball Diamond, in which the property owner has developed concepts for a potential residential development."</p> <p>DV Estates submitted a preliminary plat to the City of North Sioux City in November of 2024. The City reviewed the document for compliance with city standards and provided comments in a November 12, 2024 letter. The letter indicated the City considers this development premature because it does not have access to City utilities and conflicts with the City’s adopted Major Street plan. The letter also stated the City is open to further discussions about the development following the selection of the preferred alternative for the realignment project. In February of 2025,</p> <p>DV Estates submitted a revised preliminary plat for review. In a February 24, 2025 letter, the City indicated the development is still considered premature because it does not have access to City utilities and conflicts with the City’s adopted Major Street plan.</p> <p>The City looks forward to collaborating on the proposed development and other ideas for future growth and development in the community. Residential or other development is not part of the intended purpose and need for the project or a condition of the funding. The project was evaluated for compatibility with the City’s Master Plan and long-term future land uses, which includes the potential for future residential and commercial development in the vicinity of the new roadway. Providing infrastructure for future development would be an indirect benefit of the project.</p> <p>The travel times are based on distance, the anticipated posted speed limit, and are not specific to peak hour. The traffic study analyzes peak conditions to evaluate the network, which is a standard approach in transportation engineering.</p>
11	Process Transparency and Public Engagement Support for Option 3 or Alternative Solutions	<p><i>Recommend/ request to extend the 30 day comment period regarding the Environmental Assessment and Section 4(f) Evaluation Northshore Drive Realignment due to the length of the report, inaccuracies within the report and only a 2 week comment period following the open house for the project. And also request revisiting other alternatives as presented in the 2018 report now that flooding has devastated properties along the north side of Northshore allowing to address other issues.</i></p>	<p>As this is a federal action, public availability of this EA and the comment period was performed in accordance with FHWA requirements (23 CFR 771.119). These requirements involve making the EA available for public inspection for a 30-day period in both digital and hard copy formats, providing notices of availability, and inviting comments from all interested parties during the availability period. The 30-day comment period that corresponded with the public release of the Northshore Drive Realignment EA began April 3rd with the media release, mailer to stakeholders, and the publication in the Dakota Dunes/North Sioux City Times, and ended May 2nd. Public comments are being considered and responded to prior to a final determination on whether to issue a Finding of No Significant Impact (FONSI). FHWA requires the document size to be sufficient to describe the impacts of an undertaking to determine none would rise to the extent that an Environmental Impact Statement is required. The EA shared for public comment follows FHWA document size requirements.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
12	Process Transparency and Public Engagement	<i>Inaccuracies include safety concerns re the number of rear end accidents referenced in the report not consistent with actual numbers, concerns for pedestrians/ bicyclists as there have been no incidents, predictive cost for option #3 now inaccurate post flooding with opportunity on the North side of Northshore to allow for “realignment” of Northshore Drive to address longstanding ROW /property line issues in the area of devastation while addressing the real crux of the traffic congestion issue at the elementary school entrance along Northshore by widening and turning lanes, inaccurate reporting that there are no planned developments in the area that would be affected by the proposed option #1 as North Sioux City/ Stockwell Engineering has been aware of the proposed DV Estates, a 55 single family housing development on the 20 acres north of the school first brought to the North Sioux City Administrator in 2019/2020.</i>	<p>The total of 17 rear-end crashes cited in Section 1.2 (page 1) of the EA is accurate and consistent with what was determined in the traffic study for the project (Appendix A). Section 6.1 (page 38) of the traffic study states that "...all 9 of the intersections related crashes and 8 of the 12 segment related crashes were rear-end type crashes." Additionally, Table 2-5 and Table 2-8 in the traffic study identify 9 and 8 rear-end crashes, respectively, for a total of 17 rear-end crashes.</p> <p>Pedestrian and bicyclist safety concerns are present with all projects. Since they are one of the most vulnerable road users, crashes are often more severe. Improving safety for pedestrians and bicyclists is a stated goal of the project (Section 1.4.3 of the EA). While no pedestrian/bicycle incidents have been reported, planning for pedestrian and bicyclist safety must be considered throughout the study process and alternatives analysis. The proposed alignment has been designed as an access-controlled route with fewer vehicle and pedestrian conflict points than what currently exists along Northshore Drive.</p> <p>The funding for the realignment project was provided in the Consolidated Appropriations Act of 2022 and is for a realignment, bypass project. Option 3 is not a realignment or bypass and would not route traffic off the existing Northshore Drive. Therefore, it does not meet the purpose and need for the project. The Federal Emergency Management Agency (FEMA) funding to repair the flood damage to Northshore Drive is separate from the funding for the realignment project.</p> <p>The residential development mentioned is discussed in the EA on page 29 (Section 3.1.2 Future Land Use and ROW Needs). This section discusses conceptual plans in the area and states the following:</p> <p>"These land use plans are conceptual, and with one exception, there are no plans for development at this time. The exception is the parcel located north of the Dakota Valley High School and west of the Dakota Valley Baseball Diamond, in which the property owner has developed concepts for a potential residential development."</p> <p>DV Estates submitted a preliminary plat to the City of North Sioux City in November of 2024. The City reviewed the document for compliance with city standards and provided comments in a November 12, 2024 letter. The letter indicated the City considers this development premature because it does not have access to City utilities and conflicts with the City's adopted Major Street plan. The letter also stated the City is open to further discussions about the development following the selection of the preferred alternative for the realignment project. In February of 2025, DV Estates submitted a revised preliminary plat for review. In a February 24, 2025 letter, the City indicated the development is still considered premature because it does not have access to City utilities and conflicts with the City's adopted Major Street plan.</p> <p>The City looks forward to collaborating on the proposed development and other ideas for future growth and development in the community. Residential or other development is not part of the intended purpose and need for the project or a condition of the funding. The project was</p> <p>evaluated for compatibility with the City's Master Plan and long-term future land uses, which includes the potential for future residential and commercial development in the vicinity of the new roadway. Providing infrastructure for future development would be an indirect benefit of the project.</p>
13	Process Transparency and Public Engagement	<i>This report is misleading and not an objective document. It is instead a subjective document supporting only option #1. Roundabouts have been eliminated as an option due to a single public comment on the site. The 2018 report has never been addressed as to why what was in that report will not work, ie turning lanes and a round about.</i>	<p>Based on advantages compared to disadvantages and impacts discussed in the EA, Build Alternative 1 has been selected as the preferred alternative for the realignment project. While multiple alternatives were evaluated, Build Alternative 1 was selected because of several advantages including providing faster travel routes, less land acquisition, lower construction costs, less conversion of farmland, and fewer wetland impacts. Selection of the preferred alternative is discussed in Section 4.3 of the EA.</p> <p>Roundabout alternatives for the project intersections were eliminated due to several reasons including additional property impacts, moderate friction in terms of traffic flow, unfamiliarity with roundabouts, and greater costs.</p> <p>The 2018 report identified two options in its long-term recommendations, which included a widened, three-lane Northshore Drive and a realigned bypass. The study did not include any future traffic analysis for a bypass or a detailed alternatives analysis. The current study was initiated to fill that gap by conducting a comprehensive evaluation of traffic operations, safety, growth projections, and roadway alignment options to meet both current and future transportation needs.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
14	Support for Option 3 or Alternative Solutions	<i>The design does not meet existing conditions and instead is altering the conditions to meet the design. In conversations with Stockwell representatives, it was acknowledged that this project was designed as if this area was open prairie. The report states the number of access points along Northshore drive as an issue in this 25 mph speed zone (15mph when children present) but does not cite the cities building codes/ permits which have allowed the building of larger homes along the lake and driveways connected directly to the street. Officials have countered that some of those peoples property lines are in the middle of the road but that occurred when the residents wanted a better street/ water/ sewer/ electrical and gave an easement for the road to accommodate that. Now, unrelated landowners affected by the proposed new bypass location to the north are expected to relinquish their properties via eminent domain when those along Northshore Drive who have benefited from their longstanding easements and now FEMA funded new construction of Northshore Drive and associated infrastructure when the opportunity now exists to address the issue directly along Northshore by revisiting the 2018 study recommendations.</i>	The long-term recommendations identified in the Study Report, Dakota Dunes/North Sioux City Planning Study, Operations Analysis and Recommendations (2018) were to "either reconstruct Northshore Drive as a 3-lane roadway or construct a new street along the north side of schools that connects to Exit 4". Although some short- to mid-term recommendations involved adding turn-lanes to Northshore Drive, Congressional funding has provided the opportunity to address these long-term recommendations through construction of a new roadway along the north side of the schools.
15	Support for Option 3 or Alternative Solutions	<i>This project does not benefit the residents of North Sioux City as a whole and only benefits the residents living along the lake in that isolated region along Northshore. The goal states to eliminate traffic congestion along Northshore. Traffic counts demonstrate that 2/3 of the traffic issues are coming from the east access point off I-29 and Streeter. If truck/ farm traffic is the issue, the city can institute what many cities across the country do and prohibit such vehicles along that section of Northshore by having those vehicles use the route during the flooding closure of Northshore, ie north on Westshore and over interstate to county road 105. This way not all of the community will be inconvenienced by basically eliminating direct access along Northshore from Westshore to the Interstate on ramp.</i>	<p>The proposed project would improve traffic operations by lessening congestion and providing an alternative route with fewer conflict points for pedestrians and bicyclists. Additionally, it would provide a traffic corridor that could promote future residential and commercial development, which would provide additional housing and job opportunities.</p> <p>It is correct that a substantial portion of traffic enters from the east via I-29 and Streeter Drive. Without a designated bypass, this increase would amplify safety risks along Northshore Drive.</p> <p>While prohibiting heavy truck and farm traffic on Northshore Drive might offer a short-term mitigation, it is not a sustainable long-term solution. Westshore Avenue and its connection to CR 105 were not designed to accommodate heavy vehicle traffic. The proposed realignment (Build Alternative 1 with a three-lane cross-section) is designed to provide a safe and direct east-west corridor that removes traffic from the existing Northshore Drive, fulfills the federal funding earmark, and supports future development. Additionally, the new alignment would be a designated truck route, relieving truck traffic along Northshore Drive.</p>
16	Flooding, Drainage, and Environmental	<i>Proposal also eliminates the wide (replacing with much narrower) walking/biking path along Northshore where children/ adults enjoy the peaceful view of the lake, a State owned lake which should be able to be enjoyed by all, instead creating the new bike path route adjacent to the Bypass with 45 mph design speeds and no view of the lake.</i>	The project does not eliminate the existing walking/biking path along Northshore Drive. The project would provide an alternative route with new sidewalks/bike lanes for pedestrians and cyclists. Segments of the trail would be closed off during reconstruction of the project intersections, but access would be maintained via construction of a temporary trail connection and phasing and/or an approved detour. Improving safety for pedestrians and bicyclists is a stated goal of the project (Section 1.4.3 of the EA). The proposed alignment has been designed as an access-controlled route with fewer vehicle and pedestrian conflict points than what currently exists along Northshore Drive.
17	Infrastructure and Access	<i>On the proposed project design drawings, it is showing new roads onto the school property from the north. Does this federal funding to the city allow for monies to br spent on property not owned by North Sioux City.</i>	Federal funding for the project was provided in the Consolidated Appropriations Act of 2022. The proposed drive connecting the new bypass roadway to the Dakota Valley School property is eligible for federal funding as part of the project. The bypass will need to connect to existing infrastructure. One of the purposes of the project is to route school and truck traffic off the existing Northshore Drive. Therefore, a new connection to the Dakota Valley Schools would be necessary.
18	Opposition and Criticism of Options 1 & 2	<i>The preferred options #1, and #2 were not designed to meet the existing conditions but instead designed with expectations to force the existing conditions to change.</i>	Alternatives 1 and 2 were designed to address safety concerns, reduce congestion, and accommodate future growth that the existing corridor cannot support. The preferred alternative (Build Alternative 1) offers a long-term solution that improves operations for all users.

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
19	Support for Option 3 or Alternative Solutions	<p><i>Option #3 is suggested to be eliminated because it does not meet the language called out in the funding which is "realignment, bypass". This seems somewhat open to interpretation and as the flooding allowed for extension of the project deadline date, so could the flooding damage allow for option #3 to be considered. Just as we were told the deadline could not be extended for the project to begin/ complete but it has been extended, also can't the interpretation of the realignment be included in that rationale? There is a comma between realignment, bypass in the language which is important. The portion of the statement to reduce traffic from the west can be accomplished by school cooperation in access to DV High via the Westshore Drive entrance during school drop off and pick up. Farm / Truck traffic can be addressed by NO TRUCK TRAFFIC on that portion of Northshore with a truck route the same as during flood closure of Northshore in keeping with primary goals of the project to reduce traffic/ congestion (which occurs only at school drop off and pick up), improved safety, and FEMA funding will address poor Northshore condition by replacing chip and seal with concrete surface with curb and gutter. Particularly at issue is the main area of congestion being at the school entrances on the cental portion of Northshore, primarily at the elementary school entrances. Further there are issues with property lines and right of way along Northshore in that region and with the severe damage and loss of land on the North side of Northshore from Streeter Drive to Penrose offers opportunity to "realign" Northshore Drive in that area. Since FEMA is paying for Northshore Drive temporary and permanent reconstruction these issues could be resolved by acquiring some 10-15 feet along the Northside of Northshore in that area from property owners who could use those monies towards restoration of their properties. The \$60 million as estimated prior to the flood event quoted by Stockwell Engineering in the report associated with option #3 is no longer accurate.</i></p>	<p>Alternative 3 would use the existing alignment and would be neither a realignment nor a bypass project. In addition, it would not result in routing farm, school, and residential traffic off Northshore Drive, as was the intent of the funding.</p> <p>While local coordination and truck restrictions can offer short-term relief, they do not provide a sustainable, long-term solution. The alternate truck route used during the flood recovery is not designed to accommodate regular heavy vehicle traffic safely and efficiently. In addition, relying on school access changes alone does not address the broader goals of separating conflicting traffic types or meeting federal funding requirements for a realigned bypass.</p> <p>Although a request for an extension was submitted to Senator Rounds' office, no extension has been approved and there has been no modification of the earmark funding that was approved by Congress as part of the 2022 Omnibus Bill.</p> <p>The FEMA funding to repair the flooding damage to Northshore Drive is unrelated to the funding for the realignment project. The realignment funding was provided in the Consolidated Appropriations Act of 2022 and is for a realignment, bypass project.</p> <p>The cost estimate for Alternative 3 is not expected to significantly change on account of the flooding. However, Alternative 3 was eliminated for failing to meet the purpose and need of the project, regardless of project cost.</p>
20	Safety and Traffic Flow	<p><i>Safety concerns are over inflated. The report is inaccurate in its statement that there have been 17 rear end accidents between 2019-2022. Verbally at the open house the traffic engineer acknowledged this was incorrect and that it was less and needed to be corrected in the report. In addition details of those collisions are lacking but suggestive of student drivers near school entrances. Furthermore safety is improved with lower speeds. Northshore speed limit is 25 mph and 15mph when children present. The new proposed speed limit for the bypass road will be 45 mph design.</i></p>	<p>The total of 17 rear-end crashes cited in Section 1.2 (page 1) of the EA is accurate and consistent with what was determined in the traffic study for the project (Appendix A). Section 6.1 (page 38) of the traffic study states that "...all 9 of the intersections related crashes and 8 of the 12 segment related crashes were rear-end type crashes." Additionally, Table 2-5 and Table 2-8 in the traffic study identify 9 and 8 rear-end crashes, respectively, for a total of 17 rear-end crashes. The age of the drivers was not included in the crash data that the SDDOT provided. While posted limits on Northshore are currently 25 mph (and 15 mph when children are present), the corridor mixes school, commuter, and truck traffic with over 50 access points, increasing potential conflict. The proposed bypass speed limit is anticipated to be 35 mph, but safety will be maintained through access control, turn lanes, and separation from school zones. These measures are not possible in the current corridor. The goal is not simply to address speed, but to reduce conflict and improve safety for all users over the long term. Final design of the preferred alternative would follow current design standards and specifications.</p>
21	Support for Option 3 or Alternative Solutions	<p><i>The primary point of congestion is at the elementary school entrance and secondarily the middle and high school entrances. The stated primary purpose of the project is to reduce roadway congestion along Northshore between Streeter and Westshore. Again, option #3 should not have been eliminated in the choices as it most meets the needs of the project.</i></p>	<p>Congestion is concentrated near the school entrances, as the school is the highest traffic volume generator. However, Alternative 3 was not recommended because it does not separate conflicting traffic types (school, commuter, agricultural), nor does it meet the federally funded project's purpose to create a realignment, bypass project. Conversely, Build Alternative 1 and 2, by routing traffic around the schools, reduces volumes on Northshore Drive, reducing congestion while improving safety and long-term operation. Based on advantages compared to disadvantages and impacts discussed in the EA, Build Alternative 1 has been selected as the preferred alternative for the realignment project. While multiple alternatives were evaluated, Build Alternative 1 was selected because of several advantages including faster travel routes, less land acquisition, lower construction costs, less conversion of farmland, and fewer wetland impacts. Selection of the preferred alternative is discussed in Section 4.3 of the EA.</p>
22	Support for Option 3 or Alternative Solutions	<p><i>A second purpose of the project is to fulfill federally mandated funding requirements. "to complete a realignment, bypass project on Northshore Drive that would route farm, school, residential traffic from west of McCook lake off the existing Northshore Drive". Routing farm/truck traffic can be accomplished simply by establishing a truck route prohibiting truck traffic onto Westshore between Streeter and Westshore following the same route when Northshore was closed for the flooding. Designation NO THRU TRUCK TRAFFIC. This accomplishes removal of such traffic. In addition, high school traffic from west of Westshore already uses the Westshore access to the high school parking lot for entrance and exit.</i></p>	<p>While local coordination and truck restrictions can offer short-term relief, they do not provide a sustainable, long-term solution. The alternate truck route used during the flood recovery is not designed to accommodate regular heavy vehicle traffic safely and efficiently. In addition, relying on school access changes alone does not address the broader goals of separating conflicting traffic types or meeting federal funding requirements for a realignment, bypass project.</p>
23	Support for Option 3 or Alternative Solutions	<p><i>Further, the request was because "the existing road has poor visibility and safety issues and is at risk of falling apart due to the traffic". The new permanent Northshore Drive funded by FEMA will be concrete and resolve the poor road condition of chip and seal. Realignment of Northshore with widening will address poor visibility issues that are not being addressed with the creation of a whole new road.</i></p>	<p>Federal funding for the project was provided in the Consolidated Appropriations Act of 2022 and is separate from the FEMA funding to repair the flood damage to Northshore Drive. The project would provide an alternative route with improved visibility and reduce traffic congestion along the existing route.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
24	Safety and Traffic Flow	<i>Congestion and level of service (LOS) predictions are misleading to those of us who don't realize this designation refers only to the peak times of congestion or delay. These thresholds are only reached at school drop off and pick up during school sessions. Also these LOS designations can be improved solely by placement of turning lanes into the school entrances. Predictions for level of service are just that, predictions and in fact school enrollment is shrinking and the two residential development areas to the west, Wynstone and Deer Run, have been completed for years now so no new building out West and it is wetlands area as well.</i>	Level of Service (LOS) reflects peak traffic conditions, such as school drop-off and pick-up times. These periods are when congestion and safety concerns are most critical, especially near school entrances. The traffic analysis used to evaluate both current and projected conditions are industry standard practices. The analysis identified that 2045 traffic volumes will exceed acceptable LOS thresholds if no improvements are made.
25	Safety and Traffic Flow	<i>There have been no safety issues for pedestrians or bicyclists prior to flooding. There are no reports of such accidents reported The wide sidewalk along the north side of Northshore provided access and safety to both. For bicyclists choosing to ride on Northshore itself, providing a bicycle lane would alleviate those concerns as well.</i>	While it is true that no pedestrian or bicyclist crashes were reported prior to the flooding, the absence of past incidents does not indicate the conditions for future safety impacts, especially with projected traffic increases. The current Northshore Drive corridor includes over 50 access points and mixes school, commuter, and truck traffic near pedestrians and cyclists, which presents safety concerns as traffic volumes grow. Improving safety for pedestrians and bicyclists is a stated goal of the project (Section 1.4.3 of the EA). The proposed alignment has been designed as an access-controlled route with fewer vehicle and pedestrian conflict points than what currently exists along Northshore Drive. The proposed alignment also improves safety by diverting high-volume and heavy traffic away from school zones and pedestrian routes. Additionally, Northshore Drive would be converted to a local road, making it even more pedestrian and bicycle friendly, with lower traffic volumes. While bike lanes can be helpful, a fully separated corridor better supports long-term safety and multimodal use.
26	Opposition and Criticism of Options 1 & 2 Process Transparency and Public Engagement	<i>Option #1 interferes with a 55 single family residential development in discussion with the City of North Sioux City since 2019/2020. DV Estates, a planned 55 single resident development on 20 acres north of the high school has been submitted to planning/ zoning. The Environmental Assessment states there are no development plans that Option#1 will interfere with. This is absolutely false. It has pointed out to us multiple times how this project will benefit us financially by bringing infrastructure closer to our property that could be developed. The purpose and need of the project has been expanded with modifications far from original intent.</i>	<p>The residential development mentioned is discussed in Section 3.1.2 Future Land Use and ROW Needs of the EA. This section discusses conceptual plans in the area and states the following:</p> <p>"These land use plans are conceptual, and with one exception, there are no plans for development at this time. The exception is the parcel located north of the Dakota Valley High School and west of the Dakota Valley Baseball Diamond, in which the property owner has developed concepts for a potential residential development."</p> <p>DV Estates submitted a preliminary plat to the City of North Sioux City in November of 2024. The City reviewed the document for compliance with city standards and provided comments in a November 12, 2024 letter. The letter indicated the City considers this development premature because it does not have access to City utilities and conflicts with the City's adopted Major Street plan. The letter also stated the City is open to further discussions about the development following the selection of the preferred alternative for the realignment project. In February of 2025, DV Estates submitted a revised preliminary plat for review. In a February 24, 2025 letter, the City indicated the development is still considered premature because it does not have access to City utilities and conflicts with the City's adopted Major Street plan.</p> <p>The City looks forward to collaborating on the proposed development and other ideas for future growth and development in the community. Residential or other development is not part of the intended purpose and need for the project or a condition of the funding. The project was evaluated for compatibility with the City's Master Plan and long-term future land uses, which includes the potential for future residential and commercial development in the vicinity of the new roadway. Providing infrastructure for future development would be an indirect benefit of the project.</p>
27	Infrastructure and Access	<i>There is no need for the over designed proposal including a median and no need for the inclusion of Westshore itself to be part of the project. Traffic volumes of nearly 4100 occur near Streeter Drive and Northshore, while only about 2200 are coming from west of Westshore and are overwhelming related to traffic to and from school.</i>	Medians are constructed to improve traffic safety by separating opposing traffic flow and reducing the risk of head on collisions. At intersections, the median is replaced with a center turn lane. The goal is to ensure safety and functionality while minimizing impacts on residents. In response to concerns about access, the final design phase of project development would re-evaluate the proposed median along Westshore Drive.
28	Flooding, Drainage, and Environmental	<i>Additionally in the listing of the coordination and public involvement section of the Environmental study and agency coordination USHCE is not listed which seems odd as they absolutely would need to be involved, particularly in light of the flooding</i>	Construction of Build Alternative 1 would begin west of the I-29 Exit 4 interchange, which is west of the United States Army Corps of Engineers (USACE) levee right of way. Therefore, there would be no impact on the levee and Section 408 permitting through USACE is not needed. Section 404 permitting through USACE would be conducted for wetland impacts prior to project construction. Regarding flooding, Build Alternative 1 would not raise the profile of the roadway and therefore would not alter the flow of Big Sioux River floodwaters to McCook Lake in the event of another flood. Because it is not raising the profile of the roadway, it also would not cause an increase in the risk of damage to property.
29	Process Transparency and Public Engagement	<i>It appears the project design is being used for a purpose outside of Senator Rounds justification and procurement of Federal Funding in that this bypass project and its design is being used to influence the State in future transportation plans to support the movement of the Exit 4 interchange as implied on page 7-8 of the EA report. The stated purpose of the project referenced page 8 EA is to "accommodate future mobility in North Sioux City by reducing expected roadway congestion along Northshore Drive between Westshore Drive and Streeter Drive". It appears the project is being used to influence other projects ie a new exit 4 interchange/ Streeter drive issues of being in the ROW of SDDOT. But the narrow scope of the project is being extended by using terms sue as "mobility".</i>	The adjacent I-29 corridor and Exit 4 interchange are being studied by SDDOT as part of the I-29 Corridor Study. That study considers multiple alternatives for the Exit 4 interchange, some of which include moving the interchange and others leaving it at the current location. The Northshore Drive Realignment project is driven by congestion on the segment of Northshore Drive between Streeter Drive and Westshore Drive and is therefore independent of the Exit 4 interchange study. The Northshore Drive Realignment project would provide a transportation benefit regardless of whether any improvements to the Exit 4 interchange are eventually constructed. The need for improvements at the Exit 4 interchange would remain regardless of whether or not the Northshore Drive Realignment project is constructed. The Northshore Drive Realignment project has been designed to be compatible with the all alternatives for the I-29 Corridor Study, regardless of whether the interchange is left at its current location or moved. At this time, plans for the Exit 4 interchange are conceptual and no projects are anticipated to be programmed prior to the timeline proposed for the realignment project.

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
30	Safety and Traffic Flow	<i>Table 3 addresses reduced travel time between Streeter and Westshore traveling on Northshore but this is only an advantage at school drop off and pick up times during school sessions and misleading as to the travel time in general between those two points. The same applies to the question of faster route to Dakota Valley High in the same table. Travel times overwhelming allow for reduced travel time when using Northshore Drive traveling from Westshore to Streeter. This is another example of a biased representation of the actual data to support the project.</i>	The travel times in Table 3 are based on distance and the anticipated posted speed limit and are not specific to peak hours. The traffic study analyzes peak conditions to evaluate the transportation system network, which is a standard approach in transportation engineering. Additionally, the new route would provide access control, turn lanes, and separation from school zones. These measures are not possible in the current corridor. The goal is not simply to address speed, but to reduce conflict and improve safety for all users over the long term.
31	Safety and Traffic Flow	<i>On page 9 under Primary Need 2 there is no reference to eliminating traffic from the west.</i>	The direct quote from the legislation, including the reference about routing traffic from west of McCook Lake, is stated in Section 1.4.1 - Purpose of the Project. The statement on Page 9 is a summation of the legislation. Routing traffic off Northshore Drive between Westshore Drive and Streeter Drive would include traffic from west of McCook Lake.
32	Safety and Traffic Flow Process Transparency and Public Engagement	<i>Under purpose of the project page 9 for the spending request officials of North Sioux City requested the funding because the existing road has poor visibility and safety issues and at risk of falling apart due to the traffic” This portion or Northshore was transferred to the City of North Sioux City with payment by Union County of some \$550,000 to assist with road repair. This was done in part due to the new high school build and desire for additional driveways which the County would not allow. By transfer to the City the additional driveway was allowed so now there are a total of 6 driveways into the school along Northshore which is a safety issue and a large part of the congestion/ traffic accidents. In addition now the road will be concrete with curb and gutter instead of chip and seal due to FEMA flood damage monies and there have been few minor traffic incidents which have been over stated in the report at 17 but were less in number and poor visibility applies only to those few properties who have garages that back out directly onto the street with minimal driveways.</i>	Northshore Drive has more than 50 access points, which includes the school driveways. The high number of access points, combined with traffic congestion on Northshore Drive, has contributed to 17 rear-end crashes between 2018 and 2022. The total of 17 rear-end crashes cited in the EA is accurate and consistent with what was determined in the traffic study for the project (Appendix A). Section 6.1 (page 38) of the traffic study states that "...all 9 of the intersection related crashes and 8 of the 12 segment related crashes were rear-end type crashes." Additionally, Table 2-5 and Table 2-8 in the traffic study identify 9 and 8 rear-end crashes, respectively, for a total of 17 rear-end crashes. The FEMA funding to repair the flood damage to Northshore Drive is separate from the funding for the realignment project, which is provided in the Consolidated Appropriations Act of 2022.
33	Safety and Traffic Flow	<i>Safety has been claimed as an issue. Placement of a highway with design speeds of 45 mph immediately adjacent to school property and playgrounds is not safe. Safety is enhanced with lower speed zones such as 25 mph on the existing Northshore Drive. So this plan supports reduced travel time over safety. Travel times in Table 4 for no build are for peak times and not representative of typical travel times outside of school traffic</i>	<p>Safety is a key driver of the project and was thoroughly evaluated in the analysis. The proposed realignment north of Northshore Drive was recommended because it enhances safety by diverting agricultural, school, and commuter traffic away from the existing corridor. It would also offer a more controlled access route, which reduces the number of conflict points. It also includes features such as a median to reduce head-on and sideswipe crash risks and auxiliary turn lanes to improve vehicle maneuvering, particularly during peak hours.</p> <p>Regarding travel times, the analysis did not prioritize speed over safety but rather assessed whether the proposed design could accommodate future volumes while improving operational performance. Travel time comparisons between the existing and proposed routes showed that the new alignment offers a more efficient connection, reducing travel time for school traffic and improving flow. Importantly, the posted speed limit may not necessarily dictate actual speeds near sensitive areas. The project team is evaluating appropriate school zone signage and design elements to manage speeds near schools. Additionally, the crash analysis over five years showed no high-severity incidents at intersections adjacent to school areas, and all segment crash rates were below the statewide average for similar facilities. The proposed improvements are designed in accordance with engineering design standards, while supporting long-term growth and access needs.</p>
34	Safety and Traffic Flow Infrastructure and Access	<i>Westshore is a county road and this is Federal dollars for the City of North Sioux City so will Union County be paid for the reconstruction proposed for the inclusion of the portion of Westshore involved in this project? The stated purpose is to alleviate traffic/congestion on Northshore primarily occurring at the elementary school/ high school entrances and there is no benefit to making Westshore into a divided roadway with a median. Further, the median will impact snow removal, large farm equipment travel, as well as existing properties along Westshore the ability to leave their driveways and turn right or left. Several properties will be impacted by driveways which will now be on curves and higher speeds to boot . Another safety issue.</i>	<p>Federal funding for the realignment project was provided in the Consolidated Appropriations Act of 2022. This funding can be used for improvements to county roads such as Westshore Drive that are part of the proposed realignment project.</p> <p>Coordination with Union County is an active part of the project process, and any improvements proposed along Westshore Drive, as a county roadway, will involve appropriate agreements regarding funding responsibilities, maintenance, and ownership to ensure all parties are aligned throughout design and implementation.</p> <p>Medians are constructed to improve traffic safety by separating opposing traffic flow and reducing the risk of head on collisions. At intersections, the median is replaced with a center turn lane. The goal is to ensure safety and functionality while minimizing impacts on residents.</p> <p>Winter operations and maneuverability for oversized vehicles are factors that are considered during the preliminary design process to ensure the proposed Build Alternatives support both safety and functional access for equipment such as snowplows.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
35	Process Transparency and Public Engagement	<i>More time by the public is needed for report review with answers/ responses to subjective rather than objective issues within this report. I would ask to extend the comment review process until a time when all of these can be adequately addressed with subsequent comment period. And at this time all the surrounding unresolved ambiguities do not support a FONSI to be issued.</i>	<p>The EA is a comprehensive document that evaluates the potential impacts the proposed action and alternatives may have on both the human and natural environment. Public involvement is also a critical component of the decision-making process. As this is a federal action, public availability of this EA and the comment period was performed in accordance with FHWA requirements (23 CFR 771.119). These requirements involve making the EA available for public inspection for a 30-day period in both digital and hard copy formats, providing notices of availability, and inviting comments from all interested parties during the availability period. The 30-day comment period that corresponded with the public release of the Northshore Drive Realignment EA began April 3rd with the media release, mailer to stakeholders, and the publication in the Dakota Dunes/North Sioux City Times, and ended May 2nd. Public comments are being considered and responded to prior to a final determination on whether to issue a Finding of No Significant Impact (FONSI). FHWA requires the document size to be sufficient to describe the impacts of an undertaking to determine none would rise to the extent that an Environmental Impact Statement is required. The EA shared for public comment follows FHWA document size requirements.</p>
36	Process Transparency and Public Engagement Support for Option 3 or Alternative Solutions Safety and Traffic Flow Infrastructure and Access	<i>Report contains inaccuracies/ data manipulation/ bias. Excluded acknowledgement of planned DV Estates 55 single family development severely impacted by Option #1 at a time when such housing a priority for North Sioux City. Travel times actually longer via bypass for majority of 24 hr day- only shorter during school drop off and pick up times. Flood disaster significantly lowers estimates for cost of Option #3. No consideration given to flood devastation and how that changes the option choices. Fiscally irresponsible not to consider cost to both federal government and City of North Sioux City for savings with option #3 as a result of flooding results and FEMA dollars. Safety worsened by higher speeds, driveways on curves, additional school entrance and does not address visibility issue on Northshore stated as part of request for federal funds. Report references more rear end collisions than acknowledged by traffic engineer and does not specify where exactly they occurred nor age of drivers. Snow removal, large farm equipment traffic hindered by medians. 94 page report with inadequate time for public review and understanding. Extensive modifications from original scope expanded to areas/purposes such as “mobility” not as part of funding request. Federal earmarked funds for road construction are restricted to the designated purpose and cannot be used for unrelated projects like school property improvements, yet design shows a new road onto school property. Funding calls for “realignment, bypass” which leaves interpretation for what that encompasses. Argument for realignment of Northshore to fulfill funding requirement now exists with huge washouts occupying a large swath of property along the north side of Northshore coupled with issues of right of way and property lines from long ago easements by property owners of small cabins to have water/ sewer/ electrical service as new larger homes were built with garage driveways approximating Northshore proper. Negligent not to consider option #3 in light of flood devastation. And at this time all the surrounding unresolved ambiguities do not support a FONSI to be issued.</i>	<p>The residential development mentioned is discussed in the EA on page 29 (Section 3.1.2 Future Land Use and ROW Needs). This section discusses conceptual plans in the area and states the following: "These land use plans are conceptual, and with one exception, there are no plans for development at this time. The exception is the parcel located north of the Dakota Valley High School and west of the Dakota Valley Baseball Diamond, in which the property owner has developed concepts for a potential residential development."</p> <p>DV Estates submitted a preliminary plat to the City of North Sioux City in November of 2024. The City reviewed the document for compliance with city standards and provided comments in a November 12, 2024 letter. The letter indicated the City considers this development premature because it does not have access to City utilities and conflicts with the City’s adopted Major Street plan. The letter also stated the City is open to further discussions about the development following the selection of the preferred alternative for the realignment project. In February of 2025, DV Estates submitted a revised preliminary plat for review. In a February 24, 2025 letter, the City indicated the development is still considered premature because it does not have access to City utilities and conflicts with the City’s adopted Major Street plan.</p> <p>The City looks forward to collaborating on the proposed development and other ideas for future growth and development in the community. Residential or other development is not part of the intended purpose and need for the project or a condition of the funding. The project was evaluated for compatibility with the City’s Master Plan and long-term future land uses, which includes the potential for future residential and commercial development in the vicinity of the new roadway. Providing infrastructure for future development would be an indirect benefit of the project.</p> <p>The travel times are based on distance and the anticipated posted speed limit and are not peak hour specific. The traffic study analyzes peak conditions to evaluate the network, which is a standard approach in transportation engineering.</p> <p>Flood damage is discussed in the EA on page 3 (Section 1.2.2 Northshore Drive Flooding Damage). The underlying factors driving the realignment Project remain unchanged, as does the Congressional funding for the project. The FEMA funding to repair Northshore Drive is unrelated to funding for the realignment project and does not alter the funds already approved by Congress to complete a realignment, bypass project.</p> <p>The total of 17 rear-end crashes cited in Section 1.2 (page 1) of the EA is accurate and consistent with what was determined in the traffic study for the project (Appendix A). Section 6.1 (page 38) of the traffic study states that "...all 9 of the intersections related crashes and 8 of the 12 segment related crashes were rear-end type crashes." Additionally, Table 2-5 and Table 2-8 in the traffic study identify 9 and 8 rear-end crashes, respectively, for a total of 17 rear-end crashes. These tables also identify the locations of the crashes.</p> <p>Improving mobility, or the ease and efficiency in which people and traffic can move, is not an extensive modification of project's purpose to reduce traffic and congestion on Northshore Drive. Federal funding for the project was provided in the Consolidated Appropriations Act of 2022. The proposed drive connecting the bypass to the Dakota Valley School property is eligible for federal funding as part of the project and is necessary to route school traffic off Northshore Drive. The funding for this project is for a realignment, bypass project. Build Alternative 3 would not be a realignment, bypass, and would not route traffic off Northshore Drive.</p> <p>FHWA standards and the SDDOT Environmental Procedures Manual (2019) require a 30-calendar-day review and comment period for EAs. This period began on April 3, 2025, when the EA was released for public review and ended May 2, 2025. Consideration of, and responses to, the comments received must be conducted prior to FHWA's final determination on whether to issue a FONSI.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
37	Safety and Traffic Flow	<i>I do not feel that the bypass achieves the desired level of safety that is being proposed. The majority of the traffic (teenage drivers) coming from Dakota Dunes will be making a left hand turns in unprotected intersections with traffic flowing at speeds between 35-45mph.</i>	<p>Regarding the roadside ditch, on the west side of the driveway the ditch will be reestablished with the proposed project, but will be shifted slightly north to accommodate the wider road section. East of the driveway, the ditch will be eliminated but the finished grade surface will drain into the new roadway and be directed into the City's proposed underground storm sewer system.</p> <p>We recognize the importance of ensuring safer turning movements, particularly for student drivers. The preferred alternative includes dedicated left-turn lanes and access spacing to reduce conflict points and improve visibility. The roadway and turn lane design follow SDDOT/FHWA design standards for the design speed of the roadway. These improvements aim to balance efficient traffic flow and safety for the travelling public, including young drivers. Coordination with the Dakota Valley Schools has been on-going throughout the project including a meeting with the Board of Education on November 13, 2023 early in project development. Additional communication has occurred with the superintendent regarding the potential impacts to school property, including the most recent meeting on March 12, 2025. Additionally, a member of the board of directors for the school has been present at many of the project coordination meetings with SDDOT and FHWA throughout project development.</p>
38	Safety and Traffic Flow Flooding, Drainage, and Environmental	<i>I do not believe this bypass is a good idea because people already speed past my house and it will just get worse with the speed limit going up. It also makes the road closer to my house and is taking some of my land, including the drainage ditch which saved my house during the '24 flood. I also believe this will be a worse situation for student drivers that will now be taking a left turn in an unprotected intersection into school. I believe this will cause more accidents than just the fender benders that are happing now. I truly believe this is a waste of money for a minimal problem that last 10 minutes in the morning school traffic and 10 minutes in the afternoon school traffic. I feel like this could all be avoided by widening Northshore and put turning lanes into the schools.</i>	
39	Safety and Traffic Flow Infrastructure and Access	<i>I don't know if I've seen final plans, but from what I have seen I have two personal concerns. First is a safety issue of young drivers and turning across multiple lanes of traffic. This is a small rural community. Wynstone will not double in size. Farmers aren't selling land for commercial development out here. Do we need 4 lanes. Seems like overkill on \$\$\$ and burden on safety for the children. Second: DV will grow in size. Why would you ever put a street so close to the north side as to land lock the campus. Something will certainly need changed. What I've seen could cause issues, maybe not necessary change.</i>	
40	Opposition to Project Overall	<i>Against, this is a waste of money and a stupid idea</i>	Thank you for submitting your comment which will be included in the administrative record for the project. We appreciate your time and participation in the project. Federal funding for the project was provided through the Consolidated Appropriations Act of 2022.
41	Opposition to Project Overall	<i>This is a waste of money, it should go to providing veterans' health care.</i>	
42	Opposition to Project Overall	<i>Against the bypass, DOGE should cut the funds a waste, fraud and abuse</i>	
43	Opposition to Project Overall	<i>This project is designed for a privileged few and is a waste of the hardworking blue collar worker who don't have politicians in their back pocket</i>	
44	Opposition and Criticism of Options 1 & 2 Support for Option 3 or Alternative Solutions Flooding, Drainage, and Environmental Process Transparency and Public Engagement	<i>I am opposed to the new North Shore option 1 and 2 bypass for the following reasons. it does not address any flood problems . the flood issue should be solved first before any roads are put in the road actually is lower than the existing County Road 484 and directs the water to Mud Lake and Lake good enough with a lower Street level and storm sewer system where you're putting water from a city street on to County property. North Shore option 3 is the option that should be done to restore North Shore with a turn lane widening the road to accommodate the third lane where needed I believe the numbers for the traffic are skewed to accomplish the result they want because they don't say what time of day that the numbers were taken or if the traffic School related or not the numbers that they say there are not that many residents west of McCook Lake to account for the numbers that they've come up with. in summary the flood problem should be resolved first and North Shore should be concentrated on and not a new fancy Bypass Road</i>	<p>Federal funding for the project was provided in the Consolidated Appropriations Act of 2022. This funding is to complete a realignment, bypass project that would route farm, school, and residential traffic from west of McCook Lake off the existing Northshore Drive. Flood control is not an intended purpose of the project and attempting to use the project as flood control would interfere with the United States Army Corps of Engineers flood emergency plans and could have unintended consequences by shifting flood waters. The proposed realignment project does not propose any changes that would worsen or improve flood conditions in the project area. The City is currently investigating other flood control options separate from this project.</p> <p>The traffic counts used in the study were collected following standard engineering practices and included data from multiple times of day, including peak school drop-off and pick-up periods, to capture a representative picture of traffic conditions. These counts were not limited to school traffic alone and included commuter, residential, and agricultural vehicles. While current residential density west of McCook Lake may appear limited, the regional planning model from the metropolitan planning organization was used and incorporated projected growth based on planned developments, land use data, and regional trends. This approach ensures that infrastructure decisions account for future demand.</p>

Comment Number	Overarching Topic(s)	Comment Received	Response to Comment
45	Process Transparency and Public Engagement Support for Option 3 or Alternative Solutions	<p><i>The Northshore bypass appears to be a myopic solution to the problem of "there's too many people on my road" for the McCook lake residents. The plan for the road was hidden from public discourse while it was still in the planning phase and no consulting of other residents, especially those that live to the west of Northshore who will be most impacted by this, were consulted or even told of this plan. The lack of transparency by the commission is deeply concerning for and begs questions regarding the true purpose of the plan. The lack of consideration for non-McCook lake residents is embarrassing. A superior use of the proposed funds would be to reinvest the money to rebuild Northshore drive and include ways to mitigate traffic backups such as turning lanes for the schools, roundabouts for Streeter drive entrance, and potentially even traffic lights at the time of school dismissal, among many other potential solutions. Investing into our current infrastructure is not only a more efficient use of our money but also a chance to improve our existing infrastructure. Additionally, option 3 is substantially cheaper after the devastating flood our city experienced this summer. It is fiscally irresponsible not to consider the cost to both federal and local government for savings with option 3 as a result of flooding results and FEMA dollars. Finally, travel times for the bypass for the majority of the day will be longer for individuals that live west of Northshore EXCEPT during school drop off/pick up times. This time prolongation can be mitigated by a significantly higher speed limit but this increases risks as the road goes past the school and playgrounds for the children. In conclusion, there are too many concerns for anybody to, in good faith, support the construction of a new bypass from a safety, fiscal, and convenience perspective. A significantly better option for the city of north Sioux city is to invest in our current infrastructure and rebuild Northshore with the intent to mitigate school-time traffic via alternatives such as turning lanes and roundabouts, to name a few solutions. I support option 3, as Northshore needs to be repaired in any case and this is an excellent opportunity to save money on spending and improve the quality of life for all residents of Union county and not just those who live on McCook lake.</i></p>	<p>Federal funding for the project was provided in the Consolidated Appropriations Act of 2022. The request submitted by Senator Mike Rounds was to complete a realignment, bypass project on Northshore Drive that would route farm, school, and residential traffic from west of McCook Lake off the existing Northshore Drive. These funds cannot be reallocated for other purposes. The FEMA funding to repair the flood damage to Northshore Drive unrelated to the funding for the realignment project.</p> <p>Public involvement updates have been held throughout the project development process to maintain transparency and invite public input from residents, stakeholders, or others affected by the project. A public meeting for the project was initially held on October 30, 2023, with a 30-day comment period. The public and stakeholders were notified through mailings, a press release, local newspaper ads, and the project website www.northshorebypass.com. The meeting materials were also posted on the project website. An additional public engagement update took place on September 12, 2024, with a 30-day comment period ending on October 12, 2024. Updated project information was provided via a mailer, public media announcement, and website updates. All comments and responses were posted on the project website. Another public meeting was recently held on April 15, 2025, following completion of the EA, with a 30-day comment period beginning April 3, 2025 and ending on May 2, 2025.</p> <p>The travel times are based on distance and the anticipated posted speed limit and are not peak hour specific. The traffic study analyzes peak conditions to evaluate the network, which is a standard approach in transportation engineering. The proposed alignment will be designed to current design standards for the design speed of the roadway.</p>
46	Opposition to Project Overall	<p><i>To Whom It May Concern, I am writing to voice my strong opposition to the proposed highway bypass from I-29 to Northshore Drive. The bypass would be ineffective at the stated goal: reducing traffic congestion along McCook Lake during school drop off and pickup hours. I believe funds could be better allocated to assist the residents of McCook lake by continuing to fund reconstruction efforts post-flood.</i></p>	<p>The proposed bypass would provide an alternate route to Northshore Drive. This new route is expected to reduce traffic congestion along Northshore Drive and would provide additional access to the Dakota Valley Schools from the north, including the elementary school. Federal funding for the project was provided in the Consolidated Appropriations Act of 2022. The funding for this project is for a realignment, bypass project for Northshore Drive and cannot be reallocated for other purposes.</p>
47	Opposition and Criticism of Options 1 & 2 Safety and Traffic Flow Concerns Infrastructure and Access Issues	<p><i>I am opposed to the new road option #1 for the Northshore realignment, bypass project as outlined in the environmental study as it is 1. wasting taxpayer dollars due to the additional FEMA funding for Northshore reconstruction due to flooding devastation which did not exist prior which alleviates the pre-flood poor road conditions, 2. does not address the visibility issues along Northshore , 3. does not alleviate congestion/traffic delays at the elementary school entrances, 4. has potential to worsen safety concerns due to increased speeds of 45 mph, curves, and medians and 5. adds a huge inconvenience to access local businesses and recreation destinations such as adams nature preserve as well as residents access to north and southbound lanes on Westshore due to median location and driveways.</i></p>	<p>The funding for the realignment project was provided in the Consolidated Appropriations Act of 2022 and is separate from the funding to repair Northshore Drive. The realignment project would provide an alternative route with improved visibility and reduce traffic congestion along Northshore Drive. One of the purposes of the project is to route school traffic off Northshore Drive and will require a new connection to the Dakota Valley Schools. This new connection is eligible for federal funding.</p> <p>Medians are constructed to improve traffic safety by separating opposing traffic flow and reducing the risk of head on collisions. At intersections, the median is replaced with a center turn lane. The goal is to ensure safety and functionality while minimizing impacts on residents. In response to concerns about access, the final design phase of project development would re-evaluate the proposed median along Westshore Drive.</p>
48	Opposition and Criticism of Options 1 & 2 Safety and Traffic Flow Concerns	<p><i>I am opposed to the new road option #1 for the Northshore realignment, bypass project as outlined in the environmental study as it is 1. does not address the visibility issues along Northshore, 2. does not alleviate congestion/traffic delays at the elementary school entrances</i></p>	<p>Build Alternative 1 would provide an alternate route and improve visibility on Northshore Drive. It is also expected to reduce traffic congestion on Northshore Drive and provide additional access to the Dakota Valley Schools from the north, including the elementary school.</p> <p>While the preferred alternative does not modify Northshore Drive, it addresses visibility and congestion by reducing the overall traffic volumes on that corridor.</p>

Appendix B. Section A Plan Commitments

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <<https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf>>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT A: AQUATIC RESOURCES

COMMITMENT A1: WETLANDS

All efforts to avoid and minimize wetland impacts from the project have resulted in approximately 0.003 acre(s) of wetlands (includes temporary and permanent) becoming impacted. Refer to Section B – Grading Plans/plans for location and boundaries of the impacted wetlands.

Table of Impacted Wetlands

Wetland No.	Station	Perm. Impact Left (Acres)	Perm. Impact Right (Acres)	Temp. Impact Left (Acres)	Temp. Impact Right (Acres)	Total Impact (Acres)
1	186+50	0.003	0.00	0.00	0.00	0.003

Action Taken/Required:

Permanent wetland impacts of 0.003 acre(s) are so minor that they round down to "0" for the purposes of wetland mitigation. Therefore, no mitigation is required for these impacts. There will be no temporary wetland impacts.

The Contractor will notify the Project Engineer if additional easement is needed to complete work adjacent to any wetland. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any wetlands beyond the work limits and easements shown in the plans.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B4: BALD EAGLE

Bald eagle habitat is present within one mile of the project.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

COMMITMENT B5: NORTHERN LONG-EARED BAT

This project is within the range of suitable habitat for the Northern Long-Eared Bat (NLEB) and project work will avoid conflicts with NLEB roosting habitat.

Action Taken/Required:

Project activities that include tree removal, structure work, and/or work within one-quarter mile of a known hibernacula or 150 feet of a known maternity roost tree, or suitable habitat should not occur within the location(s) listed below during the NLEB seasonal work restriction timeframe without approval from the SDDOT Environmental Office.

Station	NLEB Seasonal Work Restriction
105+00 – 113+00 179+00 – 185+00 1201+75 – 1202+75	April 1 to October 31

Tree removal will occur between November 1st and April 14th.

COMMITMENT B6: MIGRATORY BIRDS WORK RESTRICTION

Migratory birds are known to use the project area for nesting, which primarily occurs from April 1st to July 15th.

Action Taken/Required:

The Contractor is responsible for contracting the services of a qualified biologist for conducting preconstruction migratory bird surveys in suitable areas that have not been mowed or cleared prior to April 1st to determine if there are current nests and to determine offsetting measures to compensate for impacts to migratory birds. A survey will be conducted annually for each year of construction. Contractor will coordinate the survey findings with the Project Engineer. If any nests are found, appropriate minimization measures will need to be developed in cooperation with the Environmental Office.

Construction activities should not occur in the locations listed in the table below during the migratory bird work restriction without prior approval from the SDDOT Environmental Office to avoid conflicts with nesting migratory birds.

	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
			A1	A#
Station	Migratory Bird Restriction			
105+00 – 113+00 118+50 – 120+20 127+40 – 131+90 140+00 – 143+50 146+25 – 151+00 153+75 300+50 904+00 – 904+50 1101+20 – 1101+60 1201+75 – 1202+75	Tree Clearing - April 1 to July 15			

If project activities cannot be conducted outside of the seasonal restriction the Contractor will notify the Project Engineer and the Environmental Office Biologist (605-773-3309) to coordinate with the USFWS.

COMMITMENT D: WATER QUALITY STANDARDS

COMMITMENT D1: SURFACE WATER QUALITY

McCook Lake is classified as a warmwater permanent water body with a total suspended solids standard of less than 90 mg/L 30-day average, less than 158 mg/L daily maximum.

This project may be in the vicinity of multiple streams and wetlands. These waters are considered waters of the state and are protected under Administrative Rules of South Dakota (ARSD) Chapter 74:51. Special construction measures may have to be taken to ensure that this water body is not impacted.

Action Taken/Required:

The Contractor is advised that the South Dakota Surface Water Quality Standards, administered by the South Dakota Department of Agriculture and Natural Resources (DANR), apply to this project. Special construction measures will be taken to ensure the above standard(s) of the surface waters are maintained and protected.

COMMITMENT D2: SURFACE WATER DISCHARGE

The DANR General Permit for Temporary Discharge is required for temporary dewatering and discharges to waters of the state. The effluent limit for total suspended solids will be 90 mg/L 30-day average. The effluent limit applies to discharges to all waters of the state except discharges to waters classified as cold water permanent fish life propagation waters according to the ARSD 74:51:01:45. For discharges to waters of the state classified as cold water permanent fish life propagation waters, the effluent limit for total suspended solids will be 53 mg/L daily maximum.

The permittee has the option of completing effluent testing or implementing a pollution prevention plan for compliance with this permit. If the permittee develops a pollution prevention plan instead of total suspended solids sampling, the plan must be developed and implemented prior to discontinuing total suspended solids sampling. Refer to Section 4.0 of the permit. If any pollutants are suspected of being discharged, a sample must be taken for those parameters listed in Section 3.4 of the permit.

Refer to Commitment D1: Surface Water Quality for stream classification.

Action Taken/Required:

If construction dewatering is required and this project is not required to be covered under a General Permit for Stormwater Discharges Associated with Construction Activities, the Contractor will obtain the General Permit for Temporary Discharge Activities from the DANR Surface Water Program, 605-773-3351.
<
https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/docs/DANR_TemporaryDischargeNOI2018Fillable.pdf >

If construction dewatering is required and this project is currently covered under a General Permit for Stormwater Discharges Associated with Construction Activities, the contractor will need to submit the dewatering information to the SDDANR using the following form:

≤
https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/docs/DANR_AddTemplInfoFillable.pdf >

The Contractor will provide a copy of the approved permit or the submitted dewatering information to the Project Engineer prior to proceeding with any dewatering activities. The approved permit or submitted dewatering information must be kept on-site and as part of the project records.

Effluent monitoring, as a result of dewatering activities, will be summarized for each month and recorded on a separate Discharge Monitoring Report (DMR) and submitted to DANR monthly. Additional information can be found at:
<
<https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/swdpermitting/Ereporting.aspx> >

COMMITMENT E: STORM WATER

Construction activities constitute 1 acre or more of earth disturbance and/or work in a waterway.

Action Taken/Required:

The DANR General Permit for Stormwater Discharges Associated with Construction Activities is required for construction activity disturbing one or more acres of earth and work in a waterway. The SDDOT is the owner of this permit and will submit the NOI to DANR 15 days prior to project start in order to obtain coverage under the General Permit. Work can begin once the DANR letter of approval is received.

The Contractor must adhere to the “Special Provision Regarding Storm Water Discharges to Waters of the State.”

The Contractor will complete the DANR Contractor Certification Form prior to the pre-construction meeting. The form certifies under penalty of law that the Contractor understands and will comply with the terms and conditions of the permit for this project. Work may not begin on this project until this form is signed and submitted to DANR.

The form can be found at:
<
https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/docs/DANR_CGPAppendixCCA2018Fillable.pdf >

The Contractor is advised that permit coverage may also be required for off-site activities, such as borrow and staging areas, which are the responsibility of the Contractor.

Storm Water Pollution Prevention Plan

The Storm Water Pollution Prevention Plan (SWPPP) will be developed prior to the submittal of the NOI and will be implemented for all construction activities for compliance with the permit. The SWPPP must be kept on-site and updated as site conditions change. Erosion control measures and best management practices will be implemented in accordance with the SWPPP.

The DOT 298 Form will be used for site inspections and to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents and retained for a minimum of three years.

The inspection will include disturbed areas of the construction site that have not been finally stabilized, areas used for storage materials, structural control measures, and locations where vehicles enter or exit the site. These areas will be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the SWPPP will be observed to ensure that they are operating correctly, and sediment is not tracked off the site.

Information on storm water permits and SWPPPs are available on the following websites:

SDDOT: < <https://dot.sd.gov/doing-business/environmental/stormwater> >

DANR:<
<https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/stormwater/default.aspx> >

EPA: < <https://www.epa.gov/npdes> >

COMMITMENT G: DEWATERING AND SEDIMENT COLLECTION

The purpose of a dewatering and sediment collection system is to collect turbid stormwater on the project, treat it with flocculants as needed, and capture the sediment that falls out of suspension before the water is discharged into “Waters of the US” or “Waters of the State”. Refer to Commitment D1: Surface Water Quality for stream classification.

Action Taken/Required:

The Contractor will meet the terms of the Temporary Discharge Permit and the Storm Water Permit for Construction Activities.

The Contractor will create a Pollution Prevention Plan (PPP) for dewatering and sediment collection if the Contractor chooses to discharge the water into “Waters of the US” or “Waters of the State”. Refer to the detail sheet OPTIONS FOR DEWATERING AND SEDIMENT COLLECTION in the plans. The PPP must be kept on-site and updated as site conditions change.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, “No Dumping Allowed”.
2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic Preservation Office (SHPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 150 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

COMMITMENT K4: ASPHALT OR CONCRETE OPERATING PLANT

The Contractor will provide the asphalt or concrete plant operating permit for the products for the construction project, as may be required by SDDANR.

If in Union County:
Union County requires a local Conditional Use Permit temporary asphalt, concrete, stockpiling, or crushing plants.

Action Taken/Required:

The Contractor will complete the asphalt or concrete plant operating permit with SD DANR and submit the completed permit to the Project Engineer prior to scheduling the preconstruction meeting.
<<https://danr.sd.gov/Environment/AirQuality/PermitForms/Applications.aspx>>

If in Union County:

The Contractor will complete the Conditional Use Form and submit the approved permit to the Project Engineer prior to scheduling the preconstruction meeting.
< <https://unioncountysd.org/planning-zoning/>>

COMMITMENT L: CONTAMINATED MATERIAL

Contaminated soil and/or known gas stations, undergrounds storage tanks, etc. are located within the project limits. Petroleum contaminated soil may be located at the following sites:

Description	Station	L / R
Dakota Valley School District SDDANR #2005.009	Sta. 125+70 – 126+30 (300 Streeter Drive North Sioux City, SD)	R

Action Taken/Required:

The Contractor will give notice to the Engineer when contaminated soil is encountered on the project. The Engineer will contact the Environmental Office so that contact with the DANR and consultant to inspect and monitor removal of any contaminated soil can be initiated.

The Contractor will be responsible for having the existing underground utilities located in the construction area. Underground utilities damaged by the Contractor due to negligence will be repaired at the Contractor's expense.

Petroleum contaminated soil may be disposed of at the Vermillion Landfill (605-677-7059). Measurement of “Contaminated Material Excavation” will be in accordance with Section 120.4 of the Specifications. All costs for excavating and transporting the contaminated materials to the disposal site and all fees charged per cubic yard by the disposal site will be incidental to the contract unit price per cubic yard for “Contaminated Material Excavation”.

The estimated quantity of “Contaminated Material Excavation” is 100 cubic yards. The quantity of “Contaminated Material Excavation” may vary from the plans. No adjustment will be made to the contract unit price for variations in the quantity of “Contaminated Material Excavation”. The estimated quantity of “Contaminated Material Excavation” is provided in Section B – Grading Plans.

COMMITMENT M: SECTION 4(f)/6(f) RESOURCES

COMMITMENT M1: SECTION 4(f) PROPERTY

A Section 4(f) Evaluation concluded there are no feasible and prudent alternatives to avoiding Section 4(f) property located within the project.

Station	L / R	Section 4(f) Property
301+60 – 303+25 1200+25 – 1207+19	L R	McCook Lake / North Sioux City Trail
2+75 - 11+50 117+00 – 120+10 127+00 – 132+75 150+50 – 163+60	R R R R	Dakota Valley Schools Recreational Areas (playgrounds and sports fields)

	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
			A3	A#
100+00 – 107+10	R	Adams Homestead and Nature Preserve		

Action Taken/Required:

The following measures are required to minimize harm to the above Section 4(f) property:

Access to all Dakota Valley School recreational properties will be maintained during construction activities.

Access to the McCook Lake/North Sioux City Trail will be maintained during construction activities via construction of temporary trail connection and phasing and an approved detour. The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive would utilize existing sidewalks along Suncoast Drive and Izaak Walton Drive (Section C – Traffic Control).

Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the Dakota Valley Schools 4(f) properties, the McCook Lake/North Sioux City Trail, and the public. See above table for locations of protected 4(f) resources.

The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) properties, McCook Lake/North Sioux City Trail and Dakota Valley Schools.

Project coordination meetings will be held with Dakota Valley Schools superintendent as needed throughout final design and construction.

Adams Homestead and Nature Preserve will be marked as an Environmental Sensitive Site for avoidance on project plans (Section B).

Access to Adams Homestead and Nature Preserve would be maintained throughout project construction.

COMMITMENT N: SECTION 404 PERMIT

A Section 404 Permit from the USACE will be obtained for the permanent actions associated with this project.

Action Taken/Required:

The Contractor will comply with all requirements contained in the Section 404 Permit.

The Contractor will also be responsible for obtaining a Section 404 Permit for any dredge, excavation, or fill activities associated with material sources, storage areas, waste sites, and Contractor work sites outside the plan work limits that affect wetlands, floodplains, or waters of the United States.

COMMITMENT Q: ARCHAEOLOGICAL COORDINATION

As a result of a Cultural Resources Survey, historic properties have been identified within and/or adjacent to the project rights-of-way.

The following historic properties have been identified that require avoidance of construction activities:

Table of Historic Properties

Station	Offset (Ft.)	L/R	Environmental Sensitive Site	Action
250 ft north of 900+00	0	L	39UN0016	Do Not Disturb

The locations and boundaries of the site(s) for avoidance are shown in Section B - Grading Plans. No work will be allowed within the boundaries of the Environmental Sensitive Site until appropriate actions have been coordinated and approved by the SDDOT Environmental office.

Action Taken/Required:

If evidence for cultural resources is uncovered during project construction activities, then such activities within 150 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will consult with the Archaeological Research Center (ARC) and/or SHPO, and FHWA, to determine the appropriate course of action.

All artifacts, features, or other items of interest uncovered by project construction activities will not be displaced unless the landowner and the SHPO consent to it.

COMMITMENT R: TREE REPLACEMENT

The Contractor will minimize tree removal and disturbance to vegetation to activities only designated within the plans. There are less than 0.5 acres of trees that will be impacted by construction activities.

Action Taken/Required:

Trees would be planted within the boulevard of the newly constructed roadway with approximately 50-foot spacing. Trees would consist of species including Kentucky coffee tree, thornless honey locust, American elm, swamp white oak, and Japanese tree lilac as designated in Section H of the plans.

COMMITMENT T: OTHER - FALSE MAP TURTLE

The following avoidance, minimization, and mitigation measures are required:

To protect False Map Turtles, no work will occur in and immediately around McCook Lake (e.g., along the shoreline) during the nesting season, which typically runs from May through August. (Engineer, Contractor)

The following conservation conditions should be considered during the planning and construction of the project as it pertains to False Map Turtles (*Graptemys pseudogeographica*).

1. Disturbance to riparian and wetland areas should be kept to an absolute minimum.

2. If riparian vegetation is lost it should be quantified and replaced on site. Seeding of indigenous species should be accomplished immediately after construction to reduce sediment and erosion.
3. A site specific sediment and erosion control plan should be part of the project.
4. A post construction erosion control plan should be implemented in order to provide interim control prior to re-establishing permanent vegetative cover on the disturbed site.

Avoid any work in and around McCook Lake during May-August to avoid impacts to nesting False Map Turtles.

Appendix C. Section 4(f) Coordination

Northshore Drive Realignment

Dakota Valley Schools

Section 4(f) Coordination Materials



Planning and Engineering

Environmental Office
700 E Broadway Avenue
Pierre, SD 57501-2586
O: 605.773.4336
dot.sd.gov

May 6, 2025

Dr. Tonia Warzecha, Superintendent
Dakota Valley Schools
1150 Northshore Drive
North Sioux City, SD 57049

Subject: Official with Jurisdiction (OWJ) Concurrence for Section 4(f) *De Minimis* Finding for Dakota Valley Schools

RE: Project EM 8064(32), PCN 097K, Union County
City of North Sioux City
Northshore Drive Realignment Project

Dear Dr. Warzecha:

Attached is the project description and map detailing the location of the above referenced project. This project will create a new roadway on new alignment north of the Dakota Valley Schools property. The project would require right-of-way acquisition (ROW) from the Dakota Valley Schools property adjacent to the Baseball Diamond and Soccer Fields located in the northeast of the property; the Football Practice Field located in the northwest of the property; and the school playground located in the southwest of the property. I have attached maps showing the alternatives for the project (**Figures 1 and 2**). Alternative 1 has been proposed as the Preferred Alternative for the project (**Figure 1**). Anticipated impacts to Section 4(f) resources based on preliminary design of the Preferred Alternative are shown in **Figure 3**.

Although ROW acquisition would occur from the Dakota Valley Schools property, it would not impact any of the contributing recreational features (e.g., sports fields, playground equipment, etc.) and none would be directly impacted by project activities. Furthermore, access to and use of these recreational resources would not be restricted during construction or upon project completion. Temporary fencing would be used to protect the public from construction activities.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As part of the National Environmental Policy Act (NEPA) review process for the Project, the City of North Sioux City, in conjunction with FHWA and South Dakota Department of Transportation (SDDOT), is required to comply with Section 4(f) and FHWA is required to give special consideration to any properties identified as meeting the definition of a Section 4(f) property. The purpose of this correspondence is to document that the Official with Jurisdiction (OWJ) over the Section 4(f) property concurs with the listed measures to minimize harm and the assessment of impacts.

The ROW acquisition is considered a 'use' of the Section 4(f) properties; however, the following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to all Dakota Valley Schools recreational properties will be maintained during construction activities.
- Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- Project coordination meetings will be held with Dakota Valley Schools' superintendent (i.e., OWJ) during final design.

The 'use' of the 4(f) property and the proposed minimization measures (described above) are in accordance with 23 CFR 774, and the proposed project qualifies as having a *de minimis* impact upon the Dakota Valley Schools' Baseball Diamond and Soccer Fields, Football Practice Field, and school playground, based upon the following:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed project, please indicate as such by providing your signature in the space provided below at your earliest convenience so the project's environmental documentation can be completed.

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me. This documentation is necessary to complete the NEPA review process for this project.


Sincerely,



Paula Huizenga
Grant Program Engineer
DOT – Local Government Assistance
605.773.6253
Paula.huizenga@state.sd.us

Attachments

OWJ Concurrence:

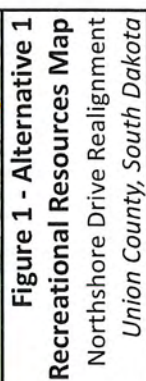


Name

Project EM 8064(32) PCN 097K Union County

2 | Page

May 12, 2025
Date



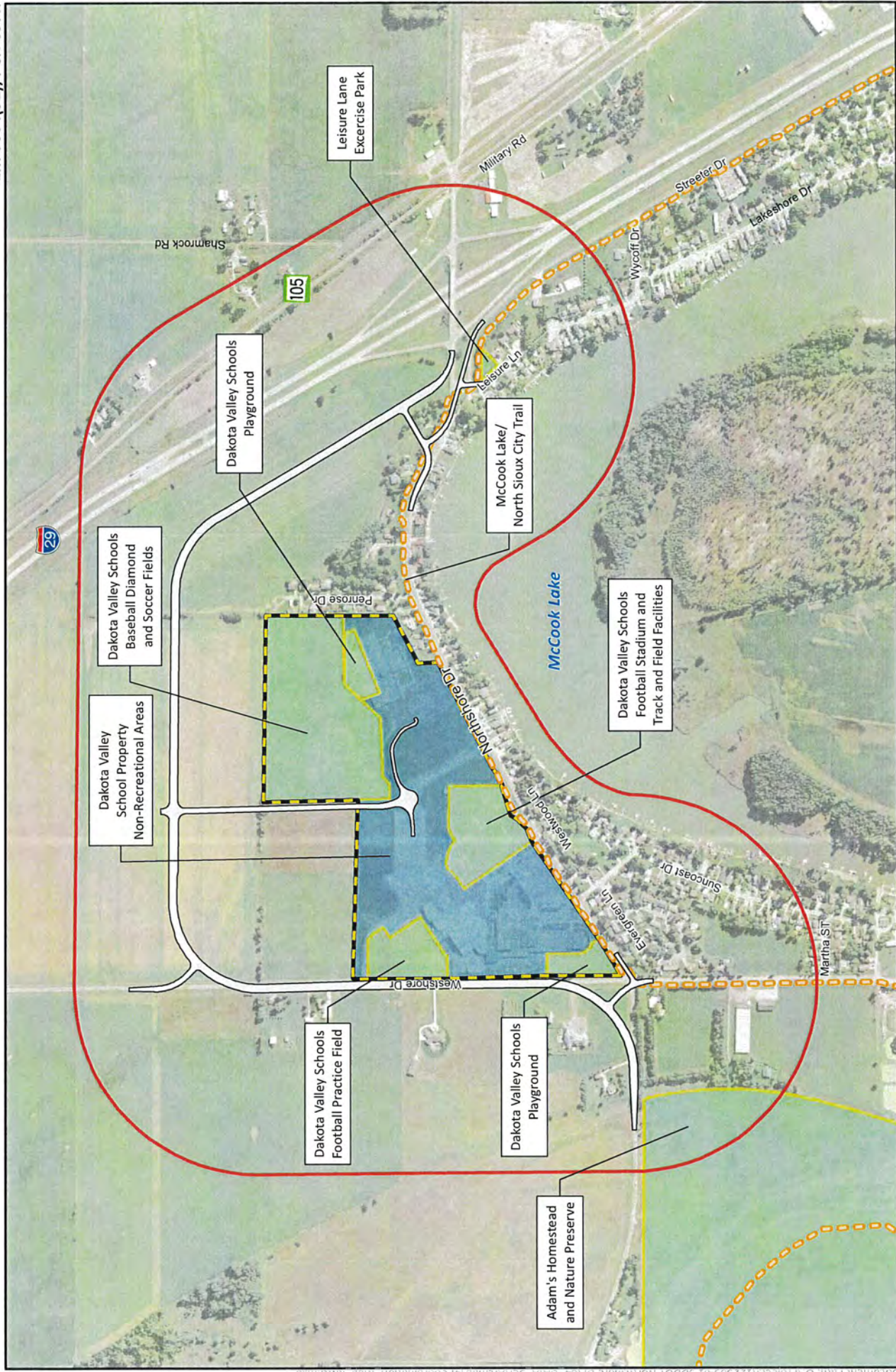


Figure 2 - Alternative 2
Recreational Resources Map
Northshore Drive Realignment
Union County, South Dakota

Legend:

- Recreational Trail (dashed orange line)
- Recreational Area (yellow outline)
- Non-Recreational School Property (blue outline)
- Multiple-use Property (dashed black line)
- Environmental Study Area (red outline)
- Proposed Roadway (dashed orange line)

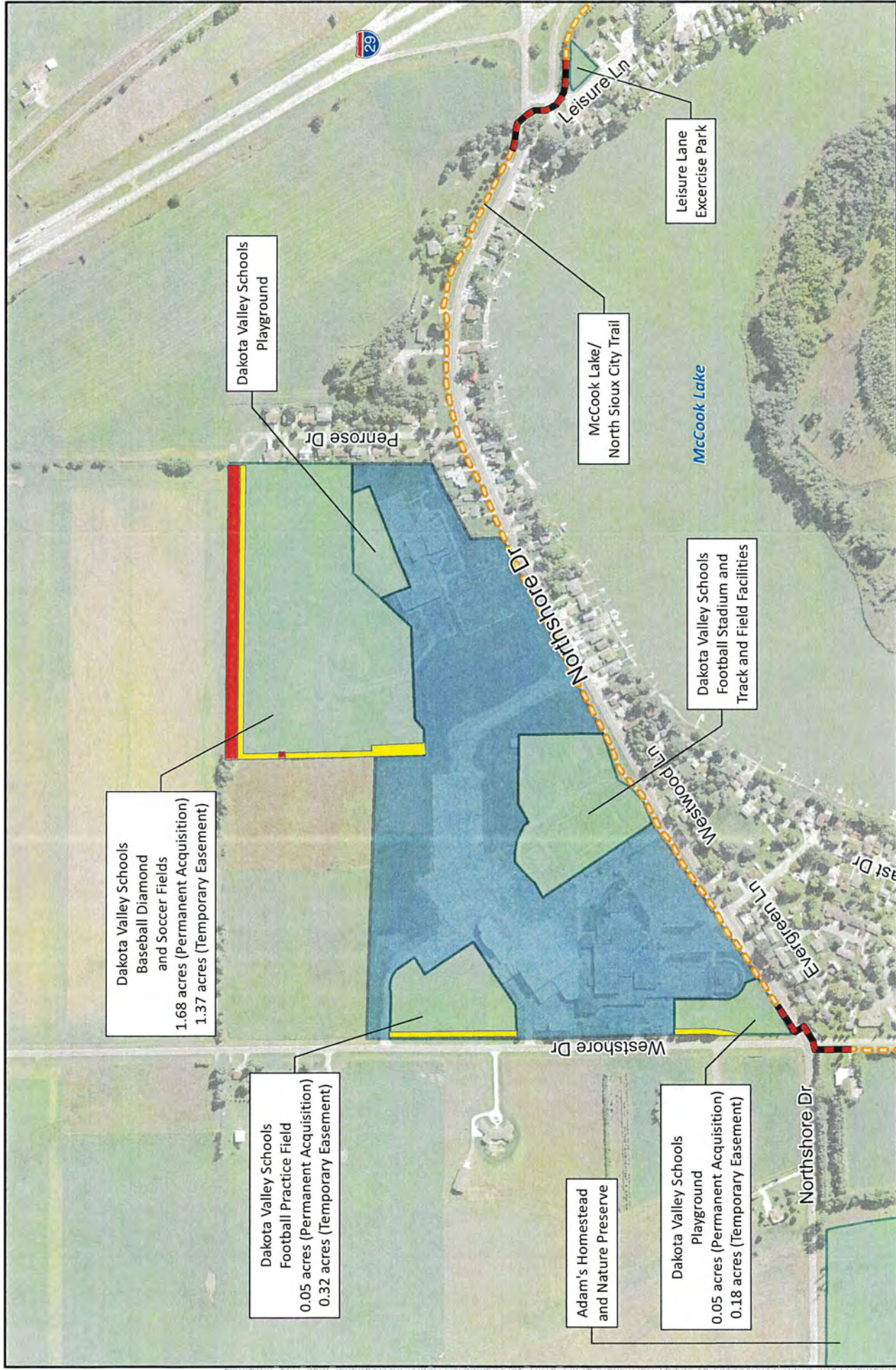


Figure 3
Section 4(f) Impacts Map
 Northshore Drive Realignment
 Union County, South Dakota

0 1,000 Feet

NORTH

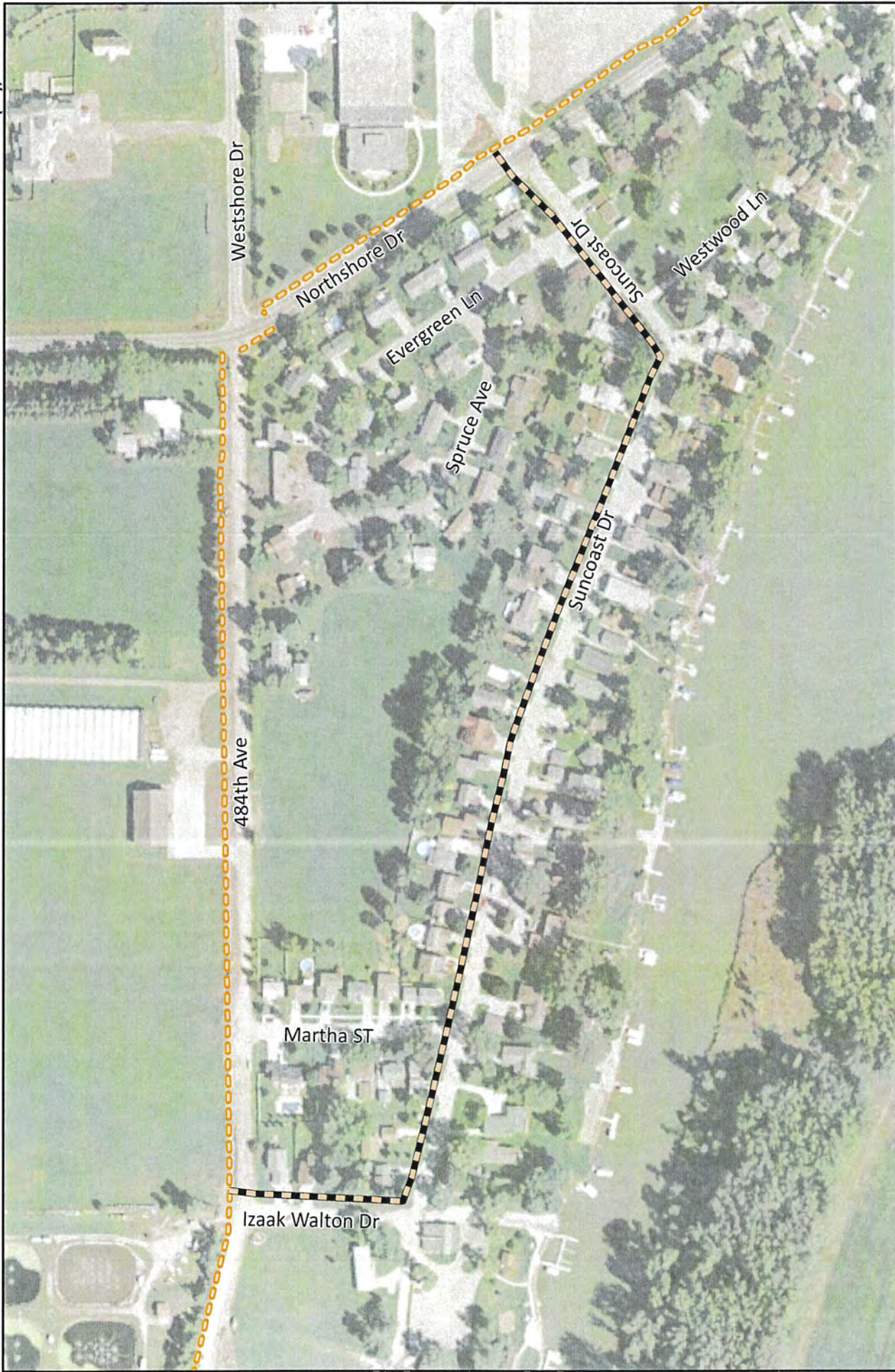


Figure 4
Proposed Trail Detour Map
Northshore Drive Realignment
Union County, South Dakota

NORTHSHORE DRIVE REALIGNMENT PROJECT EM 8064(32), PCN 097K

UNION COUNTY, CITY OF NORTH SIOUX CITY

The Northshore Drive Realignment Project (project) is located within the City of North Sioux City (City), in Union County, South Dakota. More specifically, it is located north of McCook Lake between Westshore Drive on the west and Interstate 29 (I-29) on the east. The existing Northshore Drive is an important travel route for the local community, area businesses, schools, and residents in a growing part of the Siouxland metropolitan area. Many lakefront residences are present along McCook Lake resulting in 29 access points along the south side of Northshore Drive between Westshore Drive and I-29/Street Drive. Residences and Dakota Valley School entrances result in an additional fifteen access points on the north side of Northshore Drive. The high number of access points, combined with traffic congestion on Northshore Drive, has contributed to seventeen rear-end crashes between 2018 and 2022.

This project proposes to improve existing traffic operations and accommodate planned future growth in the vicinity of Northshore Drive, including the potential for new transportation infrastructure. The project may also involve modification to existing roads, intersections, and driveways to improve overall traffic operations in the vicinity of the project and is anticipated to involve modification or construction of a new storm drainage system. The project would also look for opportunities to improve pedestrian and bicyclist continuity with the use of the Americans with Disabilities Act (ADA) compliant sidewalks, crosswalks, ramps, trails, and/or shared use paths that connect to existing McCook Lake/North Sioux City Trail (a Section 4(f) resource). Property rights for improvements (such as temporary/permanent easements and right of way acquisition) may be necessary to construct the project and are expected. Acquisition of property rights will be completed in compliance with the Uniform Act.

This project would construct approximately 1 mile of new road on new alignment to create a connection between Interstate 29 (I-29)/Streeter Drive on the east and Westshore Drive/484th Avenue/County Road I on the west. From the eastern terminus, the new alignment would run northwest through an existing agricultural field, then west through the south edge of a row-crop agricultural field, immediately north of the Dakota Valley School properties and sports complex (Section 4(f) resources). The alternative alignment would then curve south and run along the existing Westshore Drive to the western terminus near the intersection of Northshore Drive and Westshore Drive.

The new bypass roadway would be graded for an ultimate 4-lane urban divided median section to accommodate future growth; however, paving for the current project would consist of a 3-lane median-divided urban section with curb and gutter. A center turn-lane would be used in place of the median where needed. Drive lanes are proposed to be 12 feet wide with a 6-foot bike lane on the outside of each lane. A detached sidewalk will be included on the south side of the corridor and will be located in the boulevard to allow street expansion for additional lanes in the future. The sidewalk is proposed to be 8 feet wide. All sidewalks, crosswalks, and ramps would be constructed according to the ADA requirements. The ROW width for the new alignment is anticipated be 110 feet, widening to 120 feet at locations with turn lanes.

The project also proposes a north connection to the Dakota Valley Schools that would run north-south, west of the baseball diamonds connecting to the Dakota Valley high School parking lot; then would

curve east and south to connect to the Dakota Valley Elementary School parking lot. New storm sewers would be included along the new bypass roadway to accommodate urban design standards. Water main and sanitary sewer would be installed throughout the project. Street lighting along the corridor is anticipated and all traffic control signing would be posted according to the current Manual on Uniform Traffic Control Devices (MUTCD).

From: Chad Huwe

Sent: Friday, January 17, 2025 1:37 PM

To: Tonia Warzecha (Tonia.Warzecha@k12.sd.us) <Tonia.Warzecha@k12.sd.us>

Cc: Huizenga, Paula <Paula.Huizenga@state.sd.us>

Subject: Northshore Bypass Project - 4(f) Properties

Dr. Warzecha:

I hope the new year is treating you well. I want to update you on the Northshore Drive Bypass project. We are in the process of drafting the Environmental Assessment document and anticipate it being out for public review in the next few months.

This project will create a new roadway on a new alignment north of the Dakota Valley School campus (please see attachment). Alternative 1 would require right-of-way acquisition (ROW) from the school district property adjacent to the baseball field and soccer fields in the northeast portion of the property; the football practice field in the northwest portion of the property; and the school playground in the southwest portion of the property. Alternative 2 would require right-of-way acquisition (ROW) from the school district property adjacent to the school playground in the southwest portion of the property.

Although ROW is needed from the school district property, no acquisition will be needed from any of the recreational resources (e.g., sports fields, playgrounds, etc.), and none of these resources would be directly impacted by any project activities. Furthermore, access to and use of these recreational resources would not be restricted during construction or upon project completion.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As part of the National Environmental Policy Act (NEPA) review process, the City of North Sioux City, in conjunction with the Federal Highway Administration (FHWA) and the South Dakota Department of Transportation (SDDOT), is required to comply with Section 4(f) and the FHWA is required to give special consideration to any properties identified as meeting the definition of a Section 4(f) property (please see attachment).

The ROW acquisition is considered a 'use' of the Section 4(f) properties; however, the following measures to minimize harm would be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to all Dakota Valley School recreational properties shall be maintained during construction activities.
- Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.

Per 23 CFR 774.5(b)(2), we are in informing the Dakota Valley School District of our intent to make a **de minimis impact finding** for the Northshore Drive Bypass Project. As the Superintendent, you are the official with jurisdiction (OWJ) over these Section 4(f) resources. The public will have an opportunity to comment on the de minimis finding at an upcoming public meeting for the Northshore Drive Bypass Project. Following the public review comment period and after consideration of any comments received from the public, the OWJ would then concur in writing that the project will not adversely affect the activities, features, and attributes that make the school's property eligible for Section 4(f) protection.

In the future, you will be receiving a letter requesting concurrence with the above-mentioned measures to minimize harm and the assessment of impacts regarding the proposed project. This concurrence is required to complete the project's environmental documentation.

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me. This documentation is necessary to complete the NEPA review process for this project.

Chad Huwe, PE

Project Manager

Stockwell Engineers, Inc.

Cell / 605-941-1139

Office / 605-338-6668

chuwe@stockwellengineers.com

801 Phillips Ave., Suite 100 / Sioux Falls, SD



***This e-mail may contain confidential and/or privileged information.

If you are not the intended recipient (or have received this e-mail in

error) please notify the sender immediately and destroy this e-mail.

Any unauthorized copying, disclosure or distribution of the material

in this e-mail is strictly forbidden.***

From: Warzecha, Tonia <Tonia.Warzecha@k12.sd.us>
Sent: Monday, April 22, 2024 11:19 AM
To: Chad Huwe <chuwe@stockwellengineers.com>
Cc: Warzecha, Tonia <Tonia.Warzecha@k12.sd.us>
Subject: RE: Northshore Drive Pass Project - Section 4(f)

Good morning,

I am the responsible person/contact for Dakota Valley School District for the Northshore Bypass Project, which is adjacent to the recreation fields owned by Dakota Valley School District. Please let me know if you need anything or have any questions.

Best wishes,
Dr. Warzecha



Note: This e-mail and any attachments may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of this e-mail and any attachments is strictly prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and deleting it from your computer system. Thank you for your cooperation.

From: Chad Huwe <chuwe@stockwellengineers.com>
Sent: Friday, April 19, 2024 1:47 PM
To: Warzecha, Tonia <Tonia.Warzecha@k12.sd.us>
Subject: [EXT] Northshore Drive Pass Project - Section 4(f)

Caution: This email originated from outside the K-12 email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tonia,

The Northshore Bypass project is funded by a grant earmarked as part of the 2022 Federal Omnibus bill. Projects that receive federal funds must meet the requirements of Section 4(f), which established the requirements for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in the development of transportation projects.

Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. Before approving a project that uses Section 4(f) property, the

Federal Highway Administration (FHWA) must either (1) determine that the impacts are *de minimis*, or (2) undertake a Section 4(f) Evaluation. Please see the attached document for additional information regarding Section 4(f).

I am reaching out to you because the project may impact Section 4(f) properties (the recreation fields owned by the Dakota Valley School District). We are requesting contact information for the individual with jurisdiction over this parcel and the recreational fields. I have attached an e-mail that the City sent us. I need something similar from the school district. It is just verification for the Federal Highway Administration that you are aware of the project. Thank you.

Chad Huwe, PE

Project Manager

Stockwell Engineers, Inc.

Cell / 605-941-1139

Office / 605-338-6668

chuwe@stockwellengineers.com

801 Phillips Ave., Suite 100 / Sioux Falls, SD



***This e-mail may contain confidential and/or privileged information.

If you are not the intended recipient (or have received this e-mail in error) please notify the sender immediately and destroy this e-mail.

Any unauthorized copying, disclosure or distribution of the material

in this e-mail is strictly forbidden.***

Northshore Drive Realignment

McCook Lake / North Sioux City Trail

Section 4(f) Coordination Materials



Planning and Engineering

Environmental Office
700 E Broadway Avenue
Pierre, SD 57501-2586
O: 605.773.4336
dot.sd.gov

May 6, 2025

Jeff Dooley, City Administrator
City of North Sioux City
504 River Drive
North Sioux City, SD 57049

**Subject: Official with Jurisdiction (OWJ) Concurrence for Section 4(f) *De Minimis* Finding
for City of North Sioux City**

RE: Project EM 8064(32), PCN 097K, Union County

City of North Sioux City
Northshore Drive Realignment Project

Dear Mr. Dooley:

Attached is the project description and map detailing the location of the above-mentioned project. This project will create a new roadway on new alignment north of the Dakota Valley Schools property. The project would reconstruct the intersection near Streeter Drive on the east and Westshore Drive on the west, impacting the McCook Lake/North Sioux City Trail. The proposed project would include new sidewalks and bike lanes that would tie into the existing McCook Lake/North Sioux City Trail. The trail connection will remain in place upon completion of the project. I have attached maps showing the two alternatives proposed for the project (**Figures 1 and 2**). Alternative 1 has been proposed as the Preferred Alternative for the project (**Figure 1**). Anticipated impacts to Section 4(f) resources based on preliminary design of the Preferred Alternative are shown in **Figure 3**.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As part of the National Environmental Policy Act (NEPA) review process for the Project, the City of North Sioux City, in conjunction with FHWA and South Dakota Department of Transportation (SDDOT), is required to comply with Section 4(f) and FHWA is required to give special consideration to any properties identified as meeting the definition of a Section 4(f) property. The purpose of this correspondence is to document that the Official with Jurisdiction (OWJ) over the Section 4(f) property concurs with the listed measures to minimize harm and the assessment of impacts.

Based upon the proposed improvements and to maintain trail access during construction, marked detours, temporary trail connections, and/or phasing would be utilized to maintain pedestrian access to the McCook Lake/North Sioux City Trail during project construction. This construction activity is a 'use' of a Section 4(f) property. Although the location of trail segments near the intersections would be permanently altered due to the new configuration of the intersections, the McCook Lake/North Sioux City Trail would maintain the same trail connections upon completion of the project. New sidewalks and bike lanes constructed as part of the project would be a benefit to the resource by expanding the existing pedestrian/bicyclist network within the City.

Project EM 8064(32) PCN 097K Union County

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to the McCook Lake/North Sioux City Trail will be maintained during construction activities via construction of temporary trail connection and phasing and/or an approved detour. The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive would utilize existing sidewalks along Suncoast Drive and Izaak Walton Drive (see **Figure 4** in the attachments).
- Temporary construction fencing will be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- The staging and/or storage of construction equipment or materials will not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.

The 'use' of the 4(f) property and the proposed minimization measures (described above) are in accordance with 23 CFR 774, and the proposed project qualifies as a *de minimis* impact upon the McCook Lake/North Sioux City Trail based upon the following:

- All planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, regarding protecting the 4(f) property and maintaining access and safety, are reasonable and acceptable.

If you concur with the measures to minimize harm and the assessment of impacts regarding the proposed project, please indicate as such by providing your signature in the space provided below at your earliest convenience so the project's environmental documentation can be completed.


Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me. This documentation is necessary to complete the NEPA review process for this project.

Sincerely,

Paula Huizenga
Grant Program Engineer
DOT – Local Government Assistance
605.773.6253
Paula.huizenga@state.sd.us

Attachments

OWJ Concurrence:


Name

5/9/25
Date



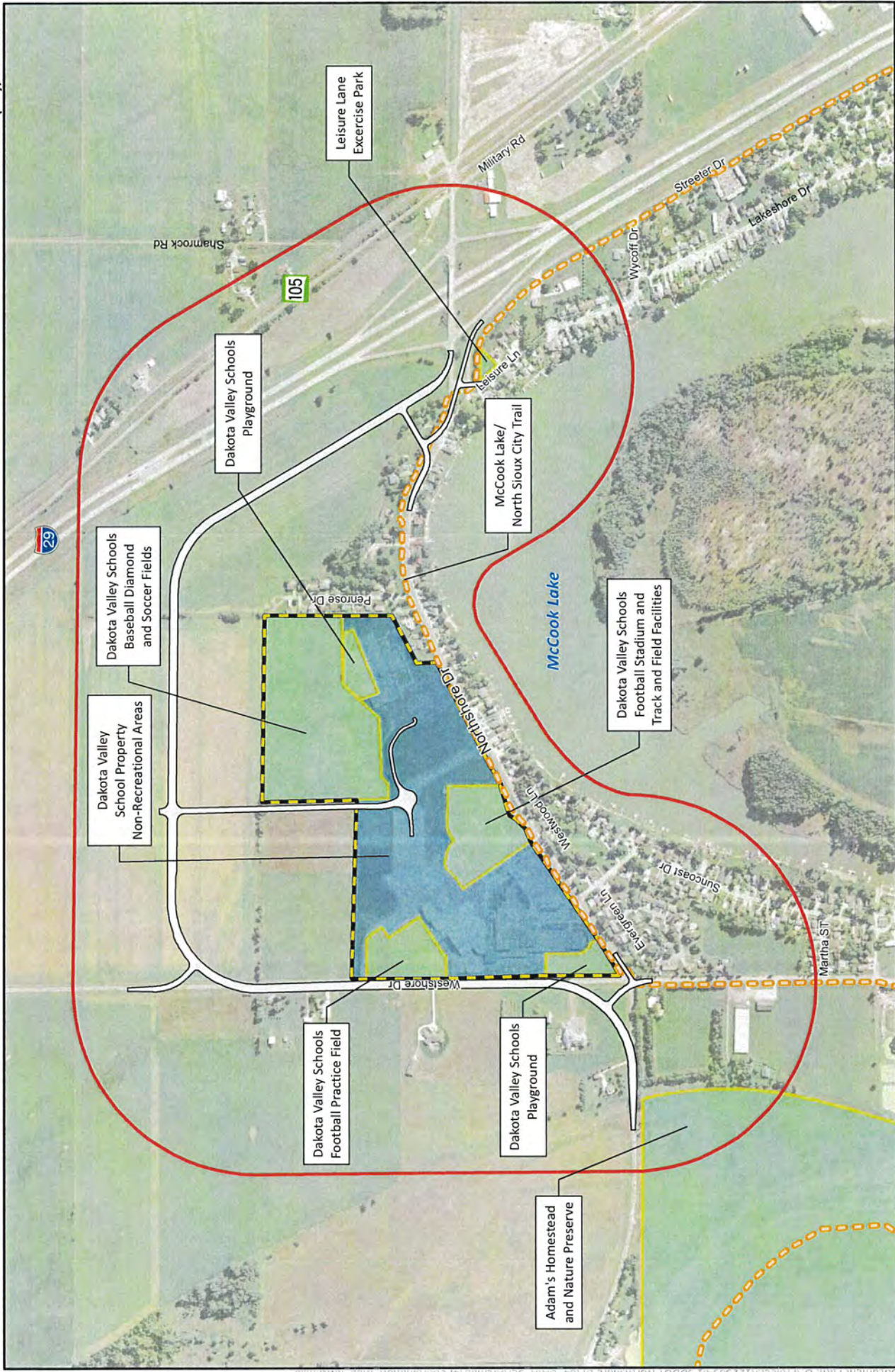


Figure 2 - Alternative 2
Recreational Resources Map
Northshore Drive Realignment
Union County, South Dakota

Legend:

- Recreational Trail (Orange dashed line)
- Recreational Area (Yellow outline)
- Non-Recreational School Property (Blue outline)
- Multiple-use Property (Black outline)
- Environmental Study Area (Red outline)
- Proposed Roadway (White outline)

Scale: 0 to 2,000 Feet
North Arrow

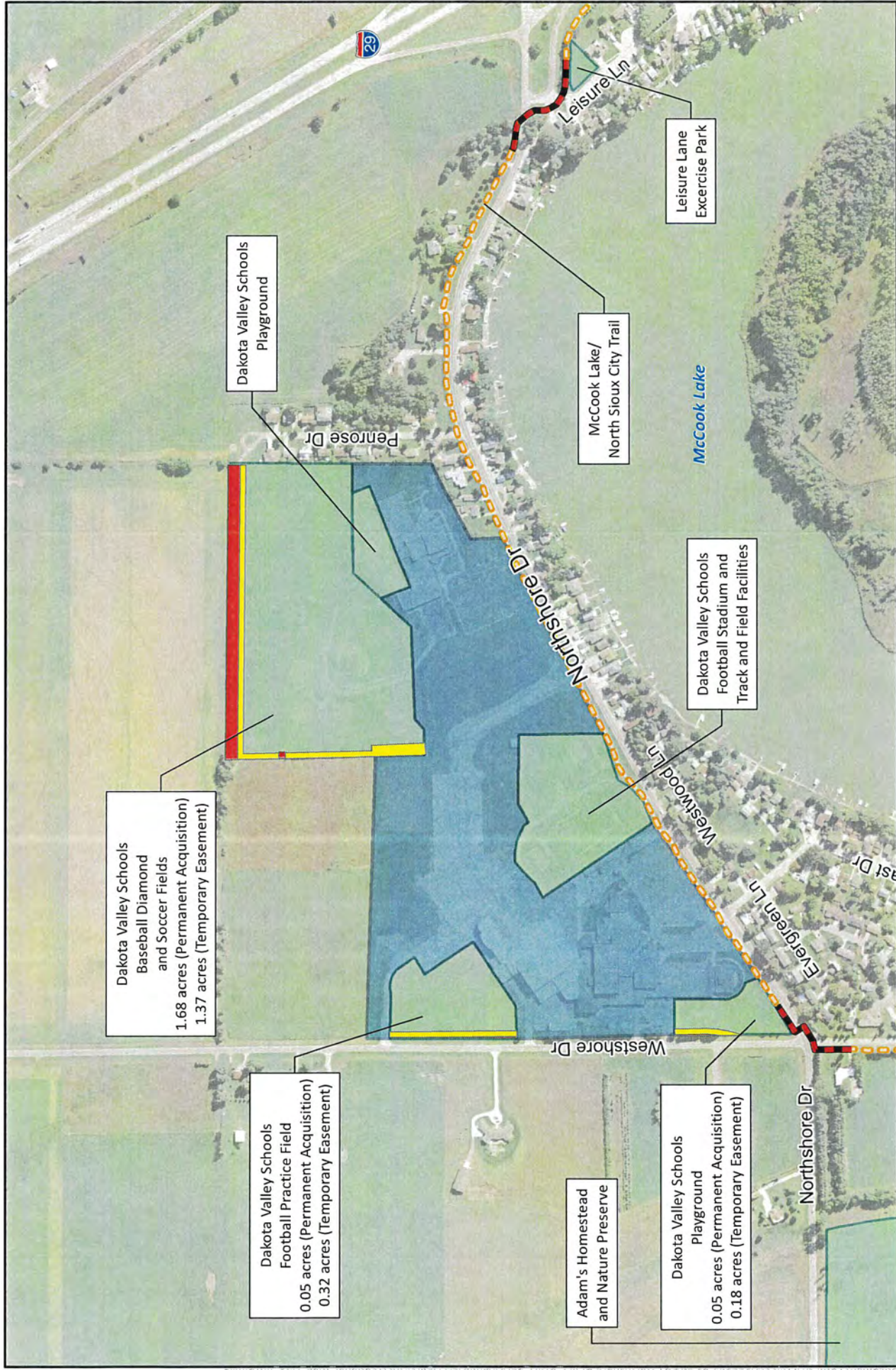


Figure 3
Section 4(f) Impacts Map
Northshore Drive Realignment
Union County, South Dakota

4(f) Permanent Acquisition **4(f) Temporary Easement** **Recreational Area** **Impacted Trail** **Recreational Trail** **Non-Recreational School Property**

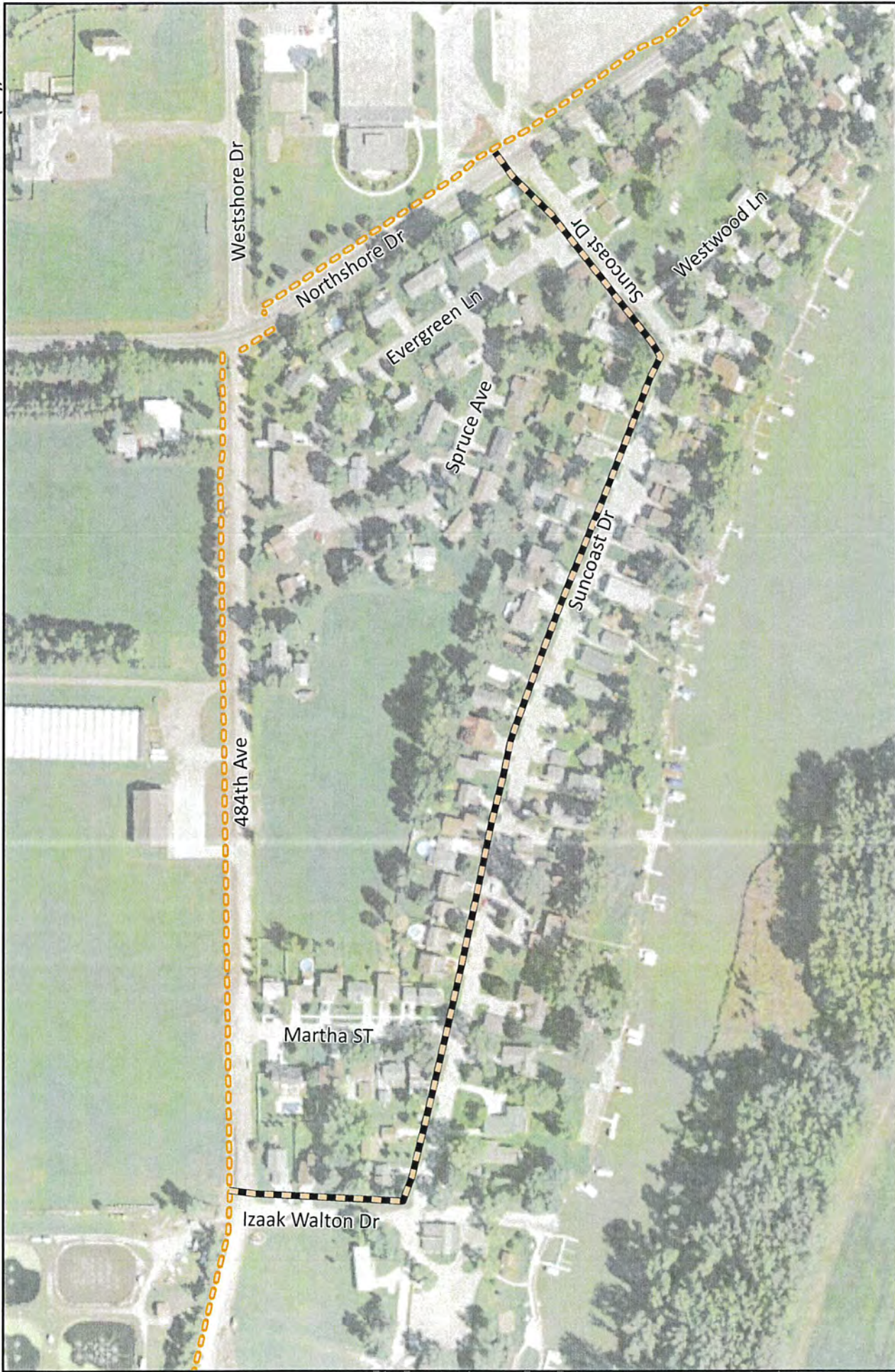




Figure 4
Proposed Trail Detour Map
Northshore Drive Realignment
Union County, South Dakota

 Recreational Trail
 Proposed Trail Detour

NORTHSHORE DRIVE REALIGNMENT PROJECT EM 8064(32), PCN 097K

UNION COUNTY, CITY OF NORTH SIOUX CITY

The Northshore Drive Realignment Project (project) is located within the City of North Sioux City (City), in Union County, South Dakota. More specifically, it is located north of McCook Lake between Westshore Drive on the west and Interstate 29 (I-29) on the east. The existing Northshore Drive is an important travel route for the local community, area businesses, schools, and residents in a growing part of the Siouxland metropolitan area. Many lakefront residences are present along McCook Lake resulting in 29 access points along the south side of Northshore Drive between Westshore Drive and I-29/Street Drive. Residences and Dakota Valley School entrances result in an additional fifteen access points on the north side of Northshore Drive. The high number of access points, combined with traffic congestion on Northshore Drive, has contributed to seventeen rear-end crashes between 2018 and 2022.

This project proposes to improve existing traffic operations and accommodate planned future growth in the vicinity of Northshore Drive, including the potential for new transportation infrastructure. The project may also involve modification to existing roads, intersections, and driveways to improve overall traffic operations in the vicinity of the project and is anticipated to involve modification or construction of a new storm drainage system. The project would also look for opportunities to improve pedestrian and bicyclist continuity with the use of the Americans with Disabilities Act (ADA) compliant sidewalks, crosswalks, ramps, trails, and/or shared use paths that connect to existing McCook Lake/North Sioux City Trail (a Section 4(f) resource). Property rights for improvements (such as temporary/permanent easements and right of way acquisition) may be necessary to construct the project and are expected. Acquisition of property rights will be completed in compliance with the Uniform Act.

This project would construct approximately 1 mile of new road on new alignment to create a connection between Interstate 29 (I-29)/Streeter Drive on the east and Westshore Drive/484th Avenue/County Road I on the west. From the eastern terminus, the new alignment would run northwest through an existing agricultural field, then west through the south edge of a row-crop agricultural field, immediately north of the Dakota Valley School properties and sports complex (Section 4(f) resources). The alternative alignment would then curve south and run along the existing Westshore Drive to the western terminus near the intersection of Northshore Drive and Westshore Drive.

The new bypass roadway would be graded for an ultimate 4-lane urban divided median section to accommodate future growth; however, paving for the current project would consist of a 3-lane median-divided urban section with curb and gutter. A center turn-lane would be used in place of the median where needed. Drive lanes are proposed to be 12 feet wide with a 6-foot bike lane on the outside of each lane. A detached sidewalk will be included on the south side of the corridor and will be located in the boulevard to allow street expansion for additional lanes in the future. The sidewalk is proposed to be 8 feet wide. All sidewalks, crosswalks, and ramps would be constructed according to the ADA requirements. The ROW width for the new alignment is anticipated be 110 feet, widening to 120 feet at locations with turn lanes.

The project also proposes a north connection to the Dakota Valley Schools that would run north-south, west of the baseball diamonds connecting to the Dakota Valley high School parking lot; then would

curve east and south to connect to the Dakota Valley Elementary School parking lot. New storm sewers would be included along the new bypass roadway to accommodate urban design standards. Water main and sanitary sewer would be installed throughout the project. Street lighting along the corridor is anticipated and all traffic control signing would be posted according to the current Manual on Uniform Traffic Control Devices (MUTCD).

From: Chad Huwe

Sent: Friday, January 17, 2025 3:15 PM

To: Jeff Dooley <jeff.dooley@northsiouxcity-sd.gov>

Cc: Huizenga, Paula <Paula.Huizenga@state.sd.us>

Subject: Northshore Bypass Project - 4(f) Properties

Jeff,

I want to update you on the Northshore Drive Bypass project. We are in the process of drafting the Environmental Assessment document and anticipate it being out for public review in the next few months.

This project will create a new roadway on a new alignment north of the Dakota Valley School campus (please see attachment). The project will reconstruct the intersection near Streeter Drive on the east and Westshore Drive on the west, impacting the McCook Lake/North Sioux City Trail. The proposed project includes a new sidewalk and bike lanes that will connect to the existing McCook Lake/North Sioux City Trail. The trail connection will remain in place upon completion of the project.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. As part of the National Environmental Policy Act (NEPA) review process, the City of North Sioux City, in conjunction with the Federal Highway Administration (FHWA) and the South Dakota Department of Transportation (SDDOT), is required to comply with Section 4(f) and the FHWA is required to give special consideration to any properties identified as meeting the definition of a Section 4(f) property (please see attachment).

Based upon the proposed improvements and to maintain trail access during construction, marked detours, temporary trail connections, and/or phasing will be used to maintain pedestrian access to the McCook Lake/North Sioux City Trail during construction. This construction activity is a 'use' of a Section 4(f) property. Although the location of trail segments near the intersections will be permanently altered due to the new configuration of the intersections, the McCook Lake/North Sioux City Trail will maintain the same trail connections upon completion of the project. New sidewalks and bike lanes will be a benefit to the resource by expanding the existing pedestrian/bicyclist network within the City.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to the McCook Lake/North Sioux City Trail shall be maintained during construction activities via construction of temporary trail connections and phasing and/or an approved detour. The proposed detour for the pedestrian crossing at the intersection of Northshore Drive with Westshore Drive will use existing sidewalks along Suncoast Drive and Izaak Walton Drive (see Figure 3 in the attachments).

- Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.

Per 23 CFR 774.5(b)(2), we are informing the City of North Sioux City of our intent to make a **de minimis impact finding** for the Northshore Drive Bypass Project. As the City Administrator, you are the official with jurisdiction (OWJ) over these Section 4(f) resources. The public will have an opportunity to comment on the de minimis finding at an upcoming public meeting for the Northshore Drive Bypass Project. Following the public review comment period and after consideration of any comments received from the public, the OWJ must then concur in writing that the project will not adversely affect the activities, features, and attributes that make property eligible for Section 4(f) protection.

In the future, you will be receiving a letter requesting concurrence with the above-mentioned measures to minimize harm and the assessment of impacts regarding the proposed project. This concurrence is required to complete the project's environmental documentation.

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me. This documentation is necessary to complete the NEPA review process for this project.

Chad Huwe, PE

Project Manager

Stockwell Engineers, Inc.

Cell / 605-941-1139

Office / 605-338-6668

chuwe@stockwellengineers.com

801 Phillips Ave., Suite 100 / Sioux Falls, SD



***This e-mail may contain confidential and/or privileged information.

If you are not the intended recipient (or have received this e-mail in error) please notify the sender immediately and destroy this e-mail.

Any unauthorized copying, disclosure or distribution of the material in this e-mail is strictly forbidden.***

From: Amy Lilly <Amy.Lilly@northsiouxcity-sd.gov>
Sent: Thursday, April 18, 2024 6:09 PM
To: Jon Brown <JBrown@stockwellengineers.com>
Subject: Recreation Use Property - Trail

Jon,

With Eric being gone, I will be the responsible person/contact if another EA is needed with regard to the City's recreational use property trail adjacent to the Northshore Bypass project. Please let me know if you need something more on this.

Thank you!

Amy Lilly
City of North Sioux City
Finance Officer
605-232-4276

Northshore Drive Realignment

South Dakota Game Fish and Parks

LWCF 6(f) Coordination Materials

From: Huizenga, Paula <Paula.Huizenga@state.sd.us>
Sent: Friday, September 29, 2023 1:27 PM
To: Chad Huwe <chuwe@stockwellengineers.com>
Subject: FW: SDDOT Environmental Coordination: PCN 097K, EM 8064(32), Union

Chad – I received the response below from Randy Kittle. In pulling up the boundaries of the Adams Homestead and Nature Preserve, I do not believe that this project would impact the preserve. However, the preserve is in the general area. Please forward this email on to FHU.

Thank you,
Paula

From: Kittle, Randy <Randy.Kittle@state.sd.us>
Sent: Friday, September 29, 2023 11:34 AM
To: Huizenga, Paula <Paula.Huizenga@state.sd.us>
Subject: RE: SDDOT Environmental Coordination: PCN 097K, EM 8064(32), Union

Paula,

Thank you for the opportunity to comment on SDDOT project PCN 097K, EM 8064(32), Union County regarding LWCF 6(F) encumbrances. The Adams Homestead and Nature Preserve is encumbered in entirety under LWCF 6(F) encumbrance.

Feel free to contact me if you have additional questions regarding the proposed project and the 6F encumbrance on Adams Homestead and Nature Preserve.

Randy Kittle | *Grants Coordinator*
South Dakota Game, Fish and Parks
523 East Capitol Avenue | Pierre, SD 57501
605.773.5490 | randy.kittle@state.sd.us



From: paula.huizenga@state.sd.us <paula.huizenga@state.sd.us>
Sent: Friday, September 29, 2023 9:54 AM
To: Kittle, Randy <Randy.Kittle@state.sd.us>
Cc: Huizenga, Paula <Paula.Huizenga@state.sd.us>
Subject: SDDOT Environmental Coordination: PCN 097K, EM 8064(32), Union

Dear Mr. Kittle

North Sioux City - Northshore Drive Realignment PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE

Project Details are attached for your review and comment. [Click here to respond.](#)

Sincerely,
Paula Huizenga

Projects Managing

All (/HN52EnvironTrkSys/ProjectS&

Pre-Construction (/HN52EnvironT&

Construction (/HN52EnvironTrkSys&

Monitoring (/HN52EnvironTrkSys/B

MoA

MoA To-Do (/HN52EnvironTrkSys/A

GF&P Response (Readonly)

Responded

Response Entered by: Hilary Morey on: 10/02/2023

Response

☒

Threatened or Endangered Species

☒

We have conducted a search of the SD Natural Heritage Database for the referenced project. This database monitors species at risk, specifically those species that are legally designated as threatened, endangered or rare. Please note many places in South Dakota have not been surveyed for rare or protected species and the absence of a species from the database does not preclude its presence from your project area. We found a 2017 record of False Map Turtles (Graptemys pseudogeographica; state threatened species) captured in McCook Lake. False Map Turtles are an aquatic species of turtle that are primarily found in large rivers and oxbow lakes. False map turtles begin to nest along sandy beaches and sandbar habitats in May and June, with eggs hatching approximately two months later. It's unclear if any impacts will occur along the shoreline of McCook Lake as a result of this project. However, we recommend avoiding any work in and immediately around McCook Lake (e.g. along the shoreline) during the nesting season, which typically runs from May through August. Based on the information provided, there is no anticipated significant impact to fish and wildlife resources and would anticipate that to remain if the following suggestions are considered during the planning and construction of the project. 1. Disturbance to riparian and wetland areas should be kept to an absolute minimum. 2. If riparian vegetation is lost it should be quantified and replaced on site. Seeding of indigenous species should be accomplished immediately after construction to reduce sediment and erosion. 3. A site specific sediment and erosion control plan should be part of the project. 4. A post construction erosion control plan should be implemented in order to provide interim control prior to re-establishing permanent vegetative cover on the disturbed site. 5. Avoid any work in and around McCook Lake during May-August to avoid impacts to nesting False Map Turtles.

* Custom Response. Click it to edit

Documents

Name	File Ext	Added On	Added By
PCN097K_Scoping_Letter_Attachments_26Sep2...	PDF	09/28/2023	Paula Huizenga
GFP letter to Hilary Morey - GF&P (https://apps.s...	PDF	09/29/2023	Paula Huizenga
GFP letter to Randy Kittle - GF&P (https://apps.sd...	PDF	09/29/2023	Paula Huizenga

Manage Documents

Manual Entry

On behalf of: Hilary Morey

Save

Exit Readonly

Agency Response Date 10/02/2023



Planning and Engineering
DOT - Local Government Assistance
700 E Broadway
Pierre, SD 57501
O:
dot.sd.gov

September 29, 2023

Hilary Morey, Senior Biologist
South Dakota Game, Fish, and Parks
523 E. Capitol Ave
Pierre, SD 57501

RE: Project EM 8064(32), PCN 097K, Union County
North Sioux City - Northshore Drive Realignment
PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE

Dear Ms. Morey:

Attached is information on the above project. North Sioux City - Northshore Drive Realignment PCC Surfacing, Grading, Storm Sewer, Curb & Gutter, Lighting, Water Main, Sanitary, ROW, PE Please comment on any of the following topics that pertain to your agency:

1	Wetland Locations	5	SDGF&P Recreation Areas
2	Threatened or Endangered Species	6	Parks
3	Refuges	7	Land & Water Conservation Funds
4	SDGF&P Game Production Areas	8	Meandered Lakes

Please submit your comments as soon as possible, so that the project's environmental documentation can be completed, and the project can be let and constructed in a timely manner.

Sincerely,

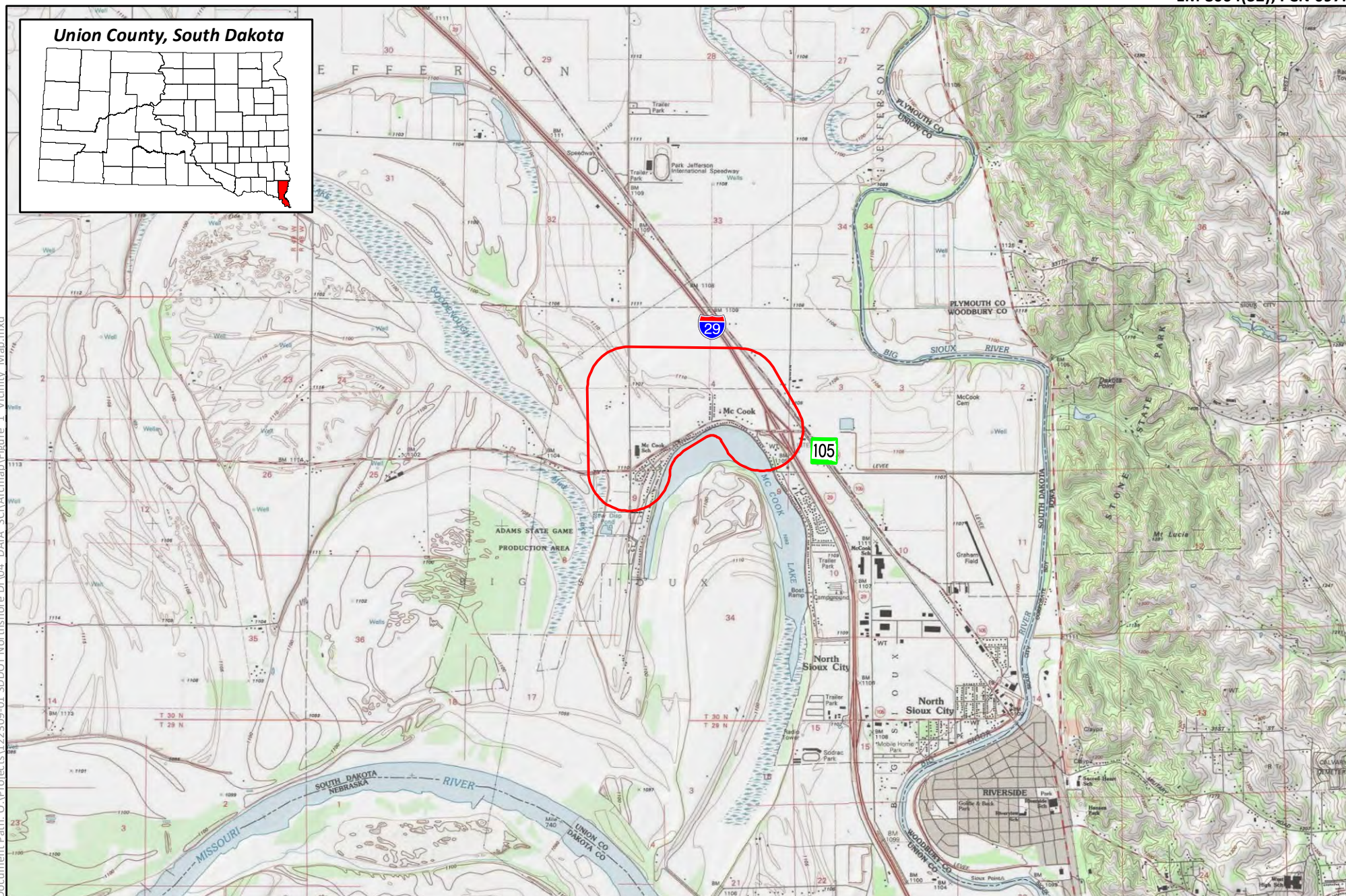
A handwritten signature in blue ink, appearing to read 'Paula Huizenga', with a long horizontal flourish extending to the right.

Paula Huizenga, Grant Program Engineer
DOT - Local Government Assistance
605 773-6253
paula.huizenga@state.sd.us

Cc: Randy Kittle

Attachments

Document Path: O:\Projects\122309-01 SDDOT Northshore Dr\04 DATA_SCI\Arcmap\Figure 1_Vicinity_Map.mxd



Environmental Study Area



Figure 1
Vicinity Map
Northshore Drive Realignment
Union County, South Dakota

Document Path: O:\Projects\122309-01 SDDOT Northshore Dr\04 DATA_SCI\Arcmap\Figure 2 Location Map.mxd



Environmental Study Area



Figure 2
Location Map
Northshore Drive Realignment
Union County, South Dakota

NORTHSHORE DRIVE REALIGNMENT PROJECT EM 8064(32), PCN 097K

UNION COUNTY, CITY OF NORTH SIOUX CITY

PROJECT DESCRIPTION

This project is to construct approximately 1 mile of new road on new alignment, a realigned segment of Northshore Drive to create a connection between Interstate 29 (I-29)/Streeter Drive on the east and Westshore Drive/484th Avenue/County Road 1 on the west, reconnecting to Northshore Drive/County Road 23 (CR 23). The project is located within the City of North Sioux City, in Union County, South Dakota. The work is being completed in coordination with South Dakota Department of Transportation (SDDOT) and is federally funded.

The proposed improvements for this project consist of grading for an ultimate 4-lane urban divided median section; however, paving for the current project would consist of a 3-lane urban section with curb and gutter. Depending on the design selected, the 3-lane section may include a median or center left-turn lane. Drive lanes are anticipated to have an 11-foot width. Detached boulevard sidewalks will be included on both sides of the corridor. The pedestrian/bicycle trail, sidewalks, crosswalks, and ramps would be constructed according to the Americans with Disabilities Act (ADA) requirements. The sidewalks will be a minimum of 5 feet wide. The sidewalk on the south side of the new alignment (333rd Avenue) is proposed to be 10 feet wide and connect to the existing North Sioux City/McCook Lake Trail on the southeast end of the project. All intersections will comply with ADA requirements for pedestrians. Trails and sidewalks will be located in the boulevard to allow street expansion for additional lanes in the future.

New storm sewer will be included for the length of the corridor to accommodate urban design standards. Water main and sanitary sewer will be installed throughout the project. Street lighting along the corridor is anticipated and all traffic control signing will be posted according to the current Manual on Uniform Traffic Control Devices (MUTCD).

Property rights for the corridor (such as temporary/permanent easements and right of way acquisition) may be necessary to construct the project and are expected. Acquisition of property rights will be completed in compliance with the Uniform Act.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements. Construction phasing to complete intersection work where the new alignment would tie into the existing roadway system network could include short road closures (less than three days).